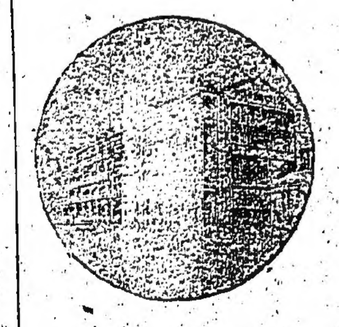
The China Mail.

ESTABLISHED 1845

September 29, 1920. Temperature 77. Barometer 29.67 Rainfall 0.00 inch. Humidity 77. September 29, 1919, Temperature 77

No. 18,068 三拜禮 號九廿月九年十二千一英 HONGKONG, WEDNESDAY, SEPTEMBER 29, 1920. 日八十月八申庚才歲年九國民華中 PRICE $3.00 Per Month

BUSINESS NOTICES



TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

COAL SITUATION.

HOPES OF IMMEDIATE SETTLEMENT.

PUBLIC RELIEF.

LONDON, September 27.

A joint conference of coal owners and miners which sat for three hours this morning discussed the cause of the reduction of output and means of securing increased output. The conference then adjourned till to-morrow for the purpose of enabling members to consult their respective committees. It is understood that negotiations are proceeding in the friendliest manner. There are grounds for hoping that a mutually satisfactory settlement of the dispute will be reached almost immediately. It is expected that a definite decision will be submitted to the national conference of miners' delegates in London on September 30 for acceptance.

Meanwhile, however, the intransigent spirit is making itself evident in South Wales. A meeting of the executive council of the South Wales Miners' Federation at Cardiff to-day passed a resolution declaring that in view of the very general protests from districts against committing the miners in the present negotiations to the future regulation of wages by output, the council has decided to telegraph to the Welsh representatives on the committee of the Miners' Federation of Great Britain stating that the council is unanimously of the opinion that the present demand for an increase in wages should be settled and the whole matter of the consolidation of present wages and the method of regulating future changes, should be subject to investigation and further consultation with the whole of the workmen.

SITUATION BRIGHTER.

LONDON, September 27.

The coal situation is brighter to-night than it has been for some weeks much to the public relief. General satisfaction is manifest among the owners and miners at the prospect of the negotiations reaching a lasting settlement. The belief is confidently entertained that the datum line will be fixed at to-morrow's conference. In this connection Lord Aberconway, Chairman of the Sheepbridge Colliery, which held its meeting to-day, anticipates that the line will be approximately 240 million tons, which is well below what the men have produced in the past. It is understood that the miners are anxious that the datum line should be determined so as to secure on the present output the 2s advance they have been claiming, but it is quite likely that they will not adhere to it in view of the fundamental underlying principle of the conference which is endeavouring to find means of adjusting wages so that whatever extra pay the miners get above present earnings will be accompanied by increased output which would repay the coal-consuming community for the concession. Lord Aberconway mentioned that the output per man working at the face in Sheepbridge in 1914 was 755 tons. Last year it was 668 tons, and for the current year 561. In a tribute to Mr. Smillie he said that in the way he handled the matter at the finish he played the game. Things might have been very different if he had not, added his Lordship.

FRENCH PRESIDENT.

KING'S MESSAGE OF CONGRATULATION.

ESPECIALLY CORDIAL.

LONDON, September 26.

A *Havas* message states that most of the papers note the favour with which the Presidential message and the new Cabinet's declaration met in both the Senate and the Chamber of Deputies. The message and declaration are permeated by the same leading thought which, according to *Le Gaulois*, aims essentially at co-ordinating Government action. Obviously, writes *Le Petit Parisien*, Parliament still reposes the fullest confidence in M. Millerand's policy which the new Cabinet will make its own.

M. Millerand was the recipient of a great many congratulatory telegrams, among which was an especially cordial message from King George, expressing the conviction that the sincere amity so happily uniting France and Great Britain will be maintained and strengthened during M. Millerand's tenure of office, and assuring him that the King will do all in his power to co-operate with a view to that end. The message concludes with a wish that France may be soon restored to the prosperity to which her sacrifices for the cause of humanity entitle her. Queen Wilhelmina, King Alfonso, Signor Giolitti, and Mr. Lloyd George also wired their warmest congratulations.

THE LORDS AND IRELAND.

Rightly or wrongly, the Government in 1914 decided not to prosecute Mr. F. E. Smith for treason, and Mr. Lloyd George has since thought fit to make him Lord Chancellor. But now that the school of disorder in which he then helped to teach has given us indirectly the Ireland that we see, it would have been more decent if the Bill "for the restoration of order" in Ireland had been introduced in the House of Lords by someone less notorious as a pioneer of rebellion in Ireland. There are many Conservative peers who had no truck with Sir Edward Carson's rebel army or government, and any one of them would have been a more seemly sponsor for a Bill to repress political crime. The rest of the debate was serious, though necessarily hurried, and the House of Lords—alas! wise too late, like so many other people—has quite lost its old habit of treating all Irish questions with repetitions of a few stock phrases of misunderstanding and contempt. One speaker after another fastened on the point that martial law is not an improved form of ordinary law, but only the partial or total substitution of amateur judges for professional ones. If martial law were all that some of its excited advocates describe, we ought with all haste to dismiss our judges of the High Court, our County Court judges, Recorders and stipendiary magistrates, and get our cases tried before benches of captains and majors unpolluted by a legal training, with certain limited rights of appeal to brigade and divisional commanders. The reason why we do not practise this piece of economy is simply that court-martial justice is relatively inexpert and fallible justice, only worth using when ordinary skilled justice is utterly unattainable. In Ireland there is no difficulty in manning benches with professionals; the real trouble is in getting evidence in places where public sympathy with persons accused of political crimes is strong, or where, at any rate, dislike of crime is a less powerful feeling than dislike of English government. A court-martial may sometimes be found willing to convict on less evidence than a wholly professional Bench, but the general instinct of English courts-martial, at any rate in non-political cases, is in favour of convicting nobody who can by any means be let off. Where the instinct holds in Ireland the old difficulty will remain; where, if anywhere, some amateur judge mistakes the practice of convicting without evidence for rhadamanthine justice there may be more convictions, but not respectable ones. You cannot work any restorative miracles in a country by putting the administration of law in the hands of third or fourth rate courts instead of first or second raters.—*Manchester Guardian.*

THE DOLLAR.

To-day's closing rate 4/3¾
To-day's opening rate 4/3¾

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

NEW FRENCH PRESIDENT.

PARIS, September 24th.

A Havas message says:—

All papers, a few Socialist journals excepted, are unanimous in expressing the deepest satisfaction at the outcome of the Presidential election, which, they say, conclusively shows that France is repudiating party strifes and wrangles and has adopted a policy of order and work and social progress.

Le Gaulois perceives the dawn of a new Republican era.

Le Journal writes: The imposing majority given to M. Millerand invests him with the power to carry on the task undertaken as Premier. France, now, has a head whose persuasive and firm authority will ensure governmental action harmonious in its continuity.

From France's remotest districts, reports are piling up in the Havas office testifying to the unanimous satisfaction over M. Millerand's election.

Important and leading provincial papers join in with the Parisian Press in viewing the election as the happiest event of the times and in regarding M. Millerand as will power of the new President, who, as Premier, secured for France the benefit arriving from the Peace Treaty and stopped the onrushing anarchy short, thus ensuring for France the present unparallelled tranquillity amidst disturbed Europe.

Public opinion in Paris and the provinces is unanimous in regarding that the election was prompted solely by patriotism and the spirit of national union, as a fit answer to popular aspiration and boding well for the future.

Papers in Alsace-Lorraine and in the devastated regions are most sanguine in greeting the elevation to the highest office in the country of a man who in a few months as High Commissioner succeeded in re-vivifying, re-organizing and putting in tune again with the Mother Country provinces curbed for fifty years under the Prussian yoke.

A leading paper in North France pertinently sums up the unanimous impression, stating that M. Millerand was actually pushed into the Elysee palace by the nation's consensus of opinion, as the nation felt that a strong-willed man was needed there.

PARIS, September 25th.

A Havas message says:—

The remarkable ease and rapidity with which such an elaborate operation as re-shaping the Cabinet was carried out in a few hours are eulogistically commented upon by most papers, who unanimously approve the choice of Senator Leygues as Premier.

In the afternoon, a Presidential message was read in the Senate and in the Chamber of Deputies. The message acknowledges that the clearly-expressed desire of the National Congress is for the Government to continue the same policy as before, adding that the present most urgent task is to exact strict execution of the peace treaties, the Versailles Treaty especially being the new charter of Europe and the world. Every plan of social reform is entitled to examination but none, in any case, will be imposed upon the people by violence.

The new Premier then read a declaration, stating that he will continue his predecessor's policy and see to all the treaties being carried out.

The Chamber adopted by 507 votes against 80 a motion expressing confidence in the Government.

U.S. TRADE OUTLOOK.

WASHINGTON, September 28th.

The Statistics Committee of the Chamber of Commerce of the United States predicts good business for the remainder of the year, despite some disturbing factors in the outlook. It says that buying in August was on a liberal scale, but on a sober basis of needs, as contrasted with speculative purchasing in July.

U.S. BANK CLOSED.

BOSTON, September 26th.

By the order of the authorities, the Cosmopolitan Trust Company, which has deposits of five million dollars and branches abroad, has been closed. This is the fifth banking concern closed in Boston since the arrest of the Italian financier, Ponzi, on a charge of larceny.

Ponzi claimed that he could by manipulation of international postal coupons return to clients 50 per cent. on their money in ninety days. His liabilities are reported to be $7,000,000.

THE POLISH SITUATION.

LONDON, September 25th.

Meanwhile, the Lithuanian-Polish tangle is intensifying. The Poles have notified the League of Nations denouncing the Lithuanian armistice, on account of Bolsheviks massing troops on Lithuanian territory against the Poles, and the Poles have begun a new offensive against the Lithuanians and occupied Kopociowo. Simultaneously, the Lithuanians have appealed to the League of Nations requesting immediate intervention to stop the new Polish aggression.

OBITUARY.

NEW YORK, September 26th.

The death is announced of Mr. Jacob H. Schiff, the well-known banker.

BUSINESS NOTICES

LOST TRIBES.

LAST SURVIVORS.

PATHOS AND PROBLEMS OF THE ABORIGINES.

The correspondent of *The Times* who accompanied the Prince of Wales to Tasmania recalled the occasion in 1868, when, in the same streets, "King Billy, the last male surviver of the Tasmanian race, clad in a blue shirt, with a gold braided cap, walked at the side of the Duke of Edinburgh" proudly asserting his possession of Royal blood.

The Tasmanian race was not the last to go, for almost every decade since has seen the extinction of some aboriginal stock in one part of the world or another. Many of the Australian tribes not yet extinct are only represented by a handful of survivors, and the last census taken in Cuba established the fact that not one was left alive of the race which inhabited the island when Columbus landed there.

In an interview with a correspondent of *The Observer*, Mr. John H. Harris, the well-known authority on native questions, raised the point whether any pure-blooded Hottentots or Bushmen still remain in South Africa. It is true, he said, that in the early part of the war a Bushman, supposed to be of pure blood, was brought to this country from the Mafeging Hinterland, but it has long been understood that in this part of Africa there are no survivors of this race. It was the opinion of the late Mr. J. S. Moffat, that away in the heart of German South-West Africa there is a pure-blooded tribe of Hottentots who retain all their purity of language. He heard of them from travellers.

LOST TRIBE IN THE WAR.

As indicating the probability that there must be many peoples in various parts of the world who have been half or wholly forgotten, the case was mentioned of the Rehoboth Bastards, who half a century ago, trekked from their abodes in the Cape Colony and became practically lost to the world in the heart of great territory in what was the German South West Protectorate.

During the war, this tribe, whose existence we had almost, if not quite, forgotten, became under romantic circumstances our Allies, at one critical moment indeed, they were in danger of absolute annihilation by the Germans, for the whole tribe, having fired their last cartridge in self-defence, had been driven to the top of a mountain and ringed round. But for a few hours' delay in the enemy's plans and the unexpected advance in the short interval of Mackenzie, who, as the morning mists rolled away, was seen galloping across the plains, there is little doubt but that they would all have become victims of German "frightfulness."

DESCENDANTS OF THE INCAS.

From South America there have come reports at different times of a subterranean people who are supposed to be the descendants of the Incas. Their dwellings are the caves, and they live mainly on the fish which are caught in the pools. Reports like these, Mr. Harris said, have generally a substratum of truth.

That individual members of tribes, having perhaps been taken away as slaves, may occasionally be found far distant from the home of their race he has himself experienced. Once upon his travels in Africa he recognised by the sign of a cicatrix peculiar to the race that a very old man living amongst slaves belonged to a tribe which he had visited some thousands of miles away. Like one in a dream, this man heard Mr. Harris speak to him in his own language. "White man, white man," he exclaimed "from whence have you come, for the language you speak is that which I learned years and years ago when I was a child?"

The assumption that native races must necessarily die out is mistaken. Fifty years ago for example, the Aborigines Protection Society bought a tract of land adjoining Prince Edward Island for the benefit of the remnant of a tribe known as the Mic Mac Indians. At that time they numbered only twenty-three families; to-day there are a hundred and thirty. The young chief of the tribe on the outbreak of the war volunteered for service in the Canadian Army, and whilst he was in England he was received by the Society. Two members of the tribe were killed in the war. The chief, who was wounded, returned.

CHIEF IN EXILE.

"There are a number of old chiefs who are to-day in exile in various countries," Mr. Harris added. "They have been exiled for political reasons by the British and French Governments. Nobody knows anything about them, and the Governments will not say anything. They have simply been moved and lost to the world.

"It would be very interesting to get a return of the number of these chiefs and where they are. Exiled without trial they have, as it were, simply been taken up and carried away. No one knows whither, or how many there are, but there must be a considerable number.

"I remember visiting one of these exiled chiefs. He was in the Gold Coast Colony. There he was, blind, a fine old man, and alone, with the exception that one devoted son had followed him all the way from Sierra Leone, and had sat down in the nearest hut to his old father, to watch over his welfare till he passed away. The old man's one desire was to be allowed to go home to die, but that desire was not granted by the Government. I tried hard to get it done, but I failed to secure his release."

LITERARY SAILORS.

"WICKED SINFUL TUGS."

NAMED AFTER SAINTS.

It really looks as if the silent tradition of the sea services, whether naval or mercantile, is coming to an end. Both under the white and red ensign we have professional sailors whose skill with the pen is narrowing the breach which exists between the sailor and the longshoreman. Amongst recent recruits to our literary officers is Captain F. H. Bryant, D.S.C., who, it will be remembered, brought the "Brussels" from Antwerp to her last resting place on the Tyne. Encouraged by his success in recording this exploit for the pages of *The Dolphin* (the journal of the Imperial Merchant Service Guild), Captain Bryant has now written an account of the last voyage made by the historic transport "River Clyde," under the British flag, which will appear in a future number of the same magazine. In a letter addressed to the editor of *The Dolphin*, Captain Bryant remarks that writing at sea is a bigger job than he had anticipated:—"From the time we left the Channel, except for the day we were anchored at St. Vincent, we have been pitching and rolling, in fact anything but conducive conditions to writing, even by the typewriter. When she is rolling heavily the machine hesitates to go up to windward when you hit the keys, and it is difficult to hit the exact letter you aim for when every muscle in the body is automatically straining to keep the body on an even keel, as it were."

Captain Bryant is now in command of the steam tug "St. Clement," and on this subject he writes:—"These tugs are all alike, no doubt splendid for what they were intended, namely, rescuing torpedoed ships—1,250 horse-power, and they can develop every pound. But they are too lively for anything. It always seems to be worse at meal times. You feel her give a roll to windward, and naturally grasp your plate and brace yourself for the long lee roll, when she alters her mind and does a nose-dive, and you lose your soup, seat, and temper. I sincerely hope that our old sport 'Saint Clement,' when looking from on high on his lively namesake, will keep his fingers in his ears and not put them all down in the black book. Why did the Admiralty name these wicked sinful tugs after saints? when they had such names as 'Charles Peace,' 'Deeming,' 'Crippen,' 'Lucifer,' 'Wilhelm II.,' 'Firpits,' 'Sweeny Todd,' and plenty of suitable ones doing nothing."

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

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Bentley's
A. B. C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"MEIRION" HONGKONG.

PUBLIC AUCTIONS

G. R.

THE Undersigned have received instructions from THE CUSTODIAN ENEMY PROPERTY to sell by Public Auction,

ON
THURSDAY,
September 30, 1920, at 2.30 p.m.
at their Sales Rooms, No. 3, DES VŒUX ROAD, Corner of Ice House Street,

MISCELLANEOUS GOODS,
including :—

A few lots of Curios, Household Effects, Sundry Glass and Crockery Ware, Photographic Goods, a few Silver Articles,
&c., &c., &c.

On view day of sale.
Terms :—Cash.

HUGHES & HOUGH,
Auctioneers to the Government.

Hongkong, September 24, 1920.

"RHYMES OF HONGKONG"

By E. D. S.

FOR SALE
AT
75 cents each copy
AT
KELLY & WALSH, Ltd.,
BREWER & Co.
AND
"CHINA MAIL."

BATTERIES!

A complete shipment of the famous

"KWIKLITE" BATTERIES

for pocket Torches has just been received.

"KWIKLITE" TORCHES

in many styles and various prices.

ALEX. ROSS & Co.
25 DES VOEUX ROAD C.
TEL: 27
GARAGE
KOWLOON
TEL: K417

MOHIDEEN & CO.

JEWELLERS.

38-40, Queen's Road Central.

Are shortly vacating their present premises and to facilitate removal are disposing of their large stocks of precious stones and jewellery at exceptionally favourable prices. A splendid opportunity is offered of obtaining genuine articles cheaply.

INTIMATIONS.

R. A. O. B.

HARRY BRETTELL LODGE
No. 2680.

A WHIST DRIVE and DANCE will be held in connection with the above Lodge TO-MORROW (THURSDAY, 30th September, 1920, in the R. A. THEATRE, Victoria Barracks, commencing at 7.30 P.M. Sharp.

Entrance Fee 50 cents. Refreshments provided. Band in Attendance.

F. CLAPHAM,
Hon. Secretary.

Hongkong, September 27, 1920.

A. D. C.

PROPOSED AUTUMN PRODUCTION.

AS there are still A FEW VANCANCIES, the undersigned would be glad to hear of anyone willing to take part.

Previous experience is not essential.

MOWBRAY, S. NORTHCOTE, Esq.,
Hon. Secretary.

HONGKONG AMATEUR DRAMATIC CLUB.

Hongkong, September 28, 1920.

NOTICE.

THE Interest and responsibility of Mr. HERBERT RICHARD BUDD HANCOCK, as a Partner in our Firm ceased by effluxion of time on the 27th of September, 1920.

BENJAMIN & POTTS,
11, Queen's Road, Central,
Hongkong.

Hongkong, September 27, 1920

NOTICE.

THE PUBLIC ARE HEREBY WARNED against negotiating or in any manner having dealings in the Undermentioned SCRIPS FOR SHARES in the Undernoted COMPANIES, the Secretaries of which have been notified against certain irregularities that have arisen in connection therewith. The said Shares are the Property of the Undersigned and any person or persons having come into possession thereof are requested to communicate with the Undersigned forthwith.

Particulars and Numbers of Hongkong and Kowloon Wharf and Godown Company Shares stolen :—

Script No.	Number's		Holder's Name.
7017	50	29301/29350	C. P. Chater
7590	50	37084/37133	M. S. Sassoon
8538	100	42869/42968	Li Chok Yuen
5910	29	1251/75, 18256/59	S. Fenwick
5911	29	59089/117	H. H. Fenwick
7754	9	64757/765	S. Fenwick
8411	5	71841/845	R. Mitchell
6605	15	44670/684	Mrs. C. F. Champernowne
7789	4	66739/66742	P. F. H. Hodge & A. F. Hains
7755	9	64766/774	H. H. Fenwick

H. K. & Whampoa Co. 100 Shares Script No. 7425 Lo Koon Hang, 9003/27 5601/25 37583/7 32367/81 26995/27019 40713/717.

(Signed) FRED ELLIS,
c/o FRED ELLIS & Co.

Hongkong, Sept. 25, 1920.

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL

A BEGINNERS' CLASS will be started on MONDAY, October 4th, at 5.15 P.M. at the Chinese Language School, junction of Zetland Street and Ice House Street, (Masonic Hall Premises).

Intending Students are requested to send in their names to the undersigned for enrolment.

By Order,
D. K. BLAIR,
Acting Secretary.

Hongkong, September 15, 1920.

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 9th October, 1920, both days inclusive.

Warrants for the Interim Dividend can be had at the Office of the Company, 2, Queen's Buildings, Hongkong, on and after the 11th prox.

By Order of the Board,
JAS. W. GRAHAM,
Acting Chief Manager.

Hongkong, September 22, 1920.

HONGKONG HOTEL GARAGE.

WE BEG TO NOTIFY our Patrons that we are inaugurating the above as from 1st October, 1920.

We aspire to render First Class Service at reasonable rates.

HONGKONG HOTEL CO., LTD.
J. H. TAGGART,
Manager.

Hongkong, Sept. 18, 1920.

WANT ADVERTISEMENTS

35 WORDS 2 INSERTIONS, $1. PREPAID.
Each additional word 4 Cents for 3 insertions.

FOR SALE.

FOR SALE.—Copies of the Gentlewoman, Ladies' Field, Ladies' Pictorial, The Queen, Fashions, for all for the present year and to the end of same. Back numbers in good conditions. No reasonable offer refused. Apply Box 1232, c/o "CHINA MAIL."

FOR SALE.—LAND at Kowloon, about 16,945 square feet, in a very desirable position for European dwellings. For full particulars apply to:—LINSTEAD & DAVIS, Alexandra Buildings, Hongkong.

FOR SALE.—TWO LANCASHIRE BOILERS, length 28 feet, diameter 8 feet, diameter of furnaces (two) 3 feet. Working pressure 100 lbs. per sq. inch. Constructed by Messrs. Lindsay, Burnet & Co., Govan, Glasgow. In good order and condition. Complete set of fittings with each boiler. Apply BUTTERFIELD & SWIRE HONGKONG.

TO LET.

TO LET.—from NOVEMBER 1st new three-roomed EUROPEAN FLATS in Kowloon, facing Coronation Road (Nathan Road Extension), fifteen minutes by rickshaw from Hongkong Ferry, and five minutes walk from Yaumati Ferry. This property can be let as eleven self-contained houses each with nine living rooms and adequate kitchens, baths and servants' rooms, or as separate three roomed flats. The rooms are large and cool, facing east with an open prospect. Very moderate rental. Apply J. CARS CLARK, Architect & Surveyor, 14, Queen's Road Central.

N.B.—Official information has been received that a **Government regulated Motor Bus Service** will shortly be inaugurated in this district. This service will run to a fixed time-table, and will provide speedy and comfortable access from the Ferry to these flats.

MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES.

September 28th, 1920.

Butcher Meat.

		Cts.
Beef Sirloin,—Mei Lung Pa	lb.	19
,, Prime Cut	,,	21
,, Corned,—Ham Ngau Yuk	,,	20
,, Roast,—Shiu ,,	,,	19
,, Breast,—Ngau Nam	,,	16
,, Soup,—Tong Yuk	,,	16
,, Steak,—Ngau Yuk Pa	,,	19
,, Steak Sirloin,—Ngau Lau	,,	28
,, Sausages,—Ngau Cheung	,,	25
Bullock's Brains,—Ngau No per set		10
,, Tongue, fresh,—Ngau Li each		50
Tongue, corned,—Ham Ngau Li each 60 cents.		
Head,—Ngau Tau... each		60
,, Heart,—Ngau Sam...	lb.	13
,, Hump, Salt—Ngau Kin	,,	18
,, Feet,—Ngau Keuk...each		16
,, Kidneys,—Ngau Yiu	,,	9
,, —Ngau Mei	,,	18
,, Liver,—Ngau Kon...	lb.	13
,, Tripe (undressed),—Ngau To	lb.	5
Calves' Head and Feet,—Ngau-tsai-tau-keuk	set	$1.00
Mutton Chop,—Young Pei Kwat	lb.	32
,, Leg,—Young Pei	,,	32
,, Shoulder,—Young Shan	,,	28
,, Saddle,—Young On Yuk	,,	32
Pig's Chitlings,—Chu Chong	,,	25
,, Brains,—Chu No ..... per set		2
,, Feet,—Chu Keuk	lb.	18
,, Fry,—Chu Chap	,,	18
,, Head,—Chu Tau	,,	15
,, Heart,—Chu Sam	each	10
,, Kidneys,—Chu Yiu	each	8
,, Liver,—Chu Kon	lb.	30
Pork Chop,—Chu Pai Kwat	,,	25
,, Leg,—Chu Pei	,,	30
,, Loin,—Chu Hau Tun	,,	25
,, Fat or Lard,—Chu Yau	,,	24
Sheep's Head and Feet,—Young Tau-Keuk	set	70
,, Heart,—Young Sam	each	10
,, Kidneys,—Young Yiu	each	12
,, Liver,—Young Kon	lb.	32
Sucking Pigs, to order,—Chu Tsai	,,	24
Goat, Beef,—Shang Ngau Yau	,,	19
,, Mutton,—Shang Young Yau	,,	32
Veal,—Ngau Tsai Yuk	,,	20
Sausages,—Ngau Tsai Cheung No. 1	lb.	26

Fish.

		Cts.
Barbel,—Ka Yu	lb.	22
Bream,—Pin Yu	,,	26
Canton Fresh Water Fish,—Hoi Sin Yu	,,	24
Carp,—Li Yu	,,	30
Catfish,—Chik Yu	,,	28
Codfish,—Mun Yu	,,	20
Crabs,—Hai	,,	30
Cuttle Fish,—Muk Yu	,,	14
Dab,—Sha Mang Yu	,,	32
Dace,—Wong Mei Lap	,,	14
Dog Fish,—Tik To Sha	,,	12
Eels, Conger,—Hoi Man	,,	16
,, Fresh water,—Tam Shui Yu	,,	24
,, Yellow—Wong Shu	,,	28
Frogs,—Tin Kai	,,	32
Garoupa,—Shek Pan	,,	46
Gudgeon,—Pak Kap Yu	,,	18
Herrings,—Tso Pak	,,	24
Halibut,—Cheung Kwan Kai	,,	22
Labrus,—Wong Fa Yu	,,	30
Loach,—Wu Yu	,,	34
Lobsters,—Lung Ha	,,	42
Mackerel,—Chi Yu	,,	22
Monk Fish,—Mong Yu	,,	32
Mullet,—Tsai Yu	,,	16
Oysters,—Shang Ho	,,	18
Parrot Fish,—Kai Kung Yu	,,	28
Perch,—Tau Lo	,,	28
Pike,—Fa Pau Yong	,,	16
Plaice,—Pan Yu	,,	26
Pomfret, Black,—Hak Chong	,,	24
Pomfret, White,—Pak Chong	,,	40
Prawns,—Ming Ha	,,	40
Ray,—Pai Pa Sha	,,	16
Rock Fish,—Shek Kau Kung	,,	22
Roach,—Chun Yu	,,	25
Salmon,—Ma Yau	,,	46
Shark,—Sha Yu	,,	12
Skate,—Pe Yu	,,	16
Shrimps,—Ha	,,	32
Snapper,—Lap Yu	,,	32
Soles,—Tai Sha Yu	,,	30
Tench,—Wan Yu	,,	22
Turbot,—Dee Hau Yu	,,	30
Turtles, small, fresh water, Kuek Yu	,,	30

Poultry.

		Cts.
Chicken,—Kai Tsai	lb.	35
Capons, Small,—Sin Kai	,,	32
Capons, Large,—Sin Kai	,,	38
Duck,—Ap	,,	26
Doves,—Pau Kau	,,	—
Eggs, Hen,—Kai Tan (cooking) per doz.		22
Eggs, Hen,—Kai Tan (fresh) ...per doz.		25
Fowls, Canton,—Kai	lb.	40
Fowls, Hainan,—Hoi Nam Kai	,,	—
Goose,—Ngo	,,	32
Pigeons, Canton,—Pak Kap...each		35
,, Hoihow,—Hoi Hau Pak Kap each		25
Turkeys, Cock,—Fo Kai Kung	lb.	65
Turkeys, Hen,—Fo Kai Na	,,	50
Snipe,—Sha Tapt	each	25
Pheasant,—Shan Kai	,,	—
Quail,—Om Chun	,,	—
Partridges,—Che Ku	,,	—

Fruits.

		Cts
Almonds,—Hang Yan	lb.	48
Apples, (California),—Kam Shan Ping Ko	,,	20
Bananas, (bride's), Macao,—San Heung Chiu	,,	7
Carambola,—Yeung To	,,	12
Cocoanuts,—Ye Tse	each	10
Lemons, China,—Ling Mung	lb.	6
Lemons, (America),—Kam Shan Ling Mung	each	6
Lichees, Dried, (small stone),—Lai Chi Kon	lb.	22
Oranges, (Canton), Sweet—Shan-sheng Tim Chang	lb.	8
Oranges, Tim Chang	,,	5
Pears, (Canton), Cooking,—Sha Li	,,	15
Peanuts,—Fa Shang	,,	12
Persimmons, Large,—Hung Tse	,,	10
Plantain,—Tai Chiu	,,	3
Pumelo, Siam,—Tsim Lo Yau	each	11
Walnuts,—Hop To	lb.	18
Grapes,—Po Tai Tsz	,,	24

Vegetables, &c.

Artichokes,—Ah Chi Cheuk	each	
Beans, Sprout,—Ngo Tso	lb.	4
,, Long,—Tau Kok	,,	10
Beet Root,—Hung Tsoi Tau	,,	2 each
Bitter Squash,—Fu Kwa	,,	12
Brinjals, Green,—Ching Yun Kwa	,,	5
,, Red,—Hung Kee	,,	5
Cabbage Chinese, (common),—Kai Tsoi	,,	5
,, (Shanghai)—Ye Tsoi	,,	12
Cane Shoots, bunch,—Kan Shun	,,	4
Cauliflower (Large),—Ye Tsoi Fa	each	—
,, (Medium), ,,	,,	—
,, (Small), ,,	,,	—
Carrots,—Kam Shun	lb.	10
Celery, Chinese,—Tong Kan Tsoi	,,	16
Chillies, Dried,—Kon Lat Chiu	,,	95
,, Red,—Hung Fa Chiu	,,	25
,, Green,—Ching Lat Chiu	,,	15
Curry Stuff, English,—Ka Li Chu Liu	lb.	10
Cucumbers,—Ching Kwa	each	2
Garlic,—Suu Tau	lb.	6
Ginger, young,—Sun Tse Keung	,,	5
Ginger, old,—Lo Keung	,,	6
Horseradish, Shanghai,—Hik Kau	,,	20
Indian Corn,—Shuk Mai	each	6
Lettuce,—Yeung Shang Tsoi	lb.	15
Water Chestnuts,—Ma Tai	lb.	7
,, Mandarin,—Kwai Lam Ma Tai	,,	7
Mushrooms, Fresh,—Shang Tso Ku	lb.	32
Okroes	lb.	10
Onions, Bombay,—Young Chung Tau	lb.	8
Onions, Green,—Shang Chung	lb.	5
Onions, Shanghai,—Shang-loi Chung Tau	,,	5
Parsley,—Kun Tsoi	,,	80
Potato, Sweet,—Fan Shu	,,	3
,, Japanese,—Yat Pun Shu Tsai	lb.	5
,, American,—Fa Ki Shu Tsai	lb.	
Pumpkin,—Tung Kwa	lb.	4
Radish,—Hung Lo Pak Tsai	,,	4
Rhubarb (Fresh),—Tai Wong	,,	10
Shallots,—Kong Chong Tau	,,	6
Spinach,—Yin Tsoi	,,	5
Tomatoes,—Fan Ke	,,	8
Taros,—Wu Yu	,,	5
Turnips, Field, (Large),—Lo Pak	,,	5
Vegetable Marrow,—Tai Kwa	,,	5
Water Cress,—Sai Yeung Tsoi	,,	15
,, Lily root,—Lin Ngau	,,	5
Yams,—Tai Shu	,,	6

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Belt drive with Magneto attached Flywheel.

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(Central)
HONGKONG.

CONCRETE SHIPS.

ARGUMENT OF THE POCKET.

GETTING DOWN TO BRASS TACKS.

Was it Galileo who was burnt because he told his contemporaries that the earth was round?

Only our better manners have saved the pioneers of the building of concrete ships from a like fate.

It was unheard of that any prophet had made a stone to swim—although some ancient Israelite and our modern shipbuilders have made iron to swim. Nevertheless concrete ships have been made to swim, and to swim to some advantage. The old attitude of unbelief is being abandoned by the intelligentsia of shipping people. How could it be otherwise?—the thing that could not be done has been done. Still, says doubting Thomas, I will not believe till I have seen some profits in a trouser pocket.

That proof seems to have been supplied by recent experiences reported in *The Journal of Commerce*. The firm of Leopold Walford Ltd., is not the least considerable of English shipowners. They have been running a concrete steamer in conjunction with steel steamers in their Continental trade, and they say:—"The concrete steamer "Armistice" carried some 900 tons of oats, or about 100 tons more than a steel ship of equal deadweight capacity." If freight was worth 40s a ton they obviously made £400 more on that voyage by owning a concrete ship.

That, however, is only a beginning. They go on to report:—"The daily upkeep cost per ton deadweight has been only one-fifth of the average cost for steel vessels working under similar conditions." If we assume the upkeep cost of concrete vessels works out at 15s a day they save over £1,000 per annum by owning a concrete ship.

Still, that is not the end. They go on to add to the account:—"Although the hull was not painted or treated with anti-fouling composition, it is perfectly clean after over twelve months' service." We fancy that they will save at least £150 per annum by owning a concrete ship that needs no painting or anti-fouling composition. They also saved a good deal in repairs after a collision, but the extent of the saving is not clear, although the ease of repair of their concrete ship, they tell us, enabled them to make a voyage which they could not have done had the repairs been in steel.

But there is evidence of money saved in repairs in a striking case we were told of the other day. The shipping company, which has incomparably the greatest experience in the handling of concrete ships, had one of their vessels in collision. It took £750 to repair. They believe a steel vessel in a similar collision would have cost £4,000 to repair. So, they kept the difference in their pocket, and remembered that a penny saved is a penny gained, as poor Richard says.

There seems no doubt that we are getting down to brass tacks about concrete ships when we have reports of this kind coming in.

TO CURE SUMMER HEADACHES

use Pinkettes; they are the natural remedy for this trouble because they dispel its causes—constipation, liver disorder, biliousness, fermentation in the stomach.

Equally suitable for women as for men. Pinkettes are also particularly helpful to the aged, being so mild in action yet so efficient in result. They prevent diarrhœa and dysentery, and relieve Piles. From dealers everywhere, or at 50 cents the vial, post free, of the Dr. Williams' Medicine Co., 98 Szechuen Road, Shanghai.

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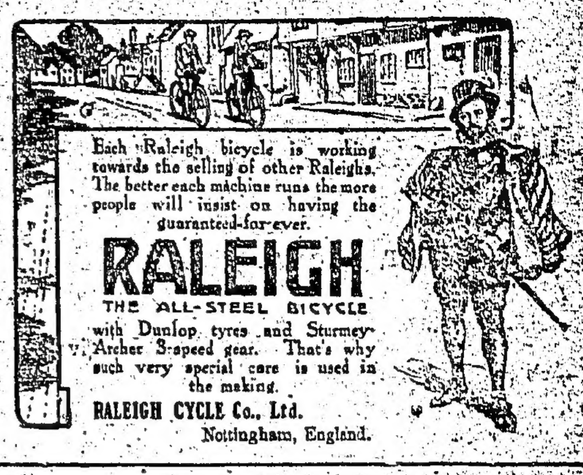

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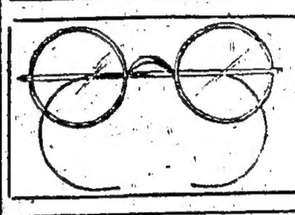

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KINGLY WINES.

EXQUISITE BEVERAGES.

ROLL CALL OF NECTARS.

The catalogue of noble wines contained in "Clarets and Sauternes" is not recommended for perusal by inhabitants of "Pussyfoot" countries. It is a roll-call of nectars, with illustrations of the chateau where each is produced, and of the corks, markings, and labels with which each is put up.

The four kingly red wines of the claret class are thus set forth before the lesser clarets:—

Chateau Lafite Chateau Latour.
Chateau Margaux Chateau Haut Brion.

The "first growth" of each is is meant in every case. It was at Chateau Lafite that wine was first bottled on the estate, as far back as 1846, and some few bottles of this exquisite beverage were still to be bought at Bordeaux a few years ago. The estate itself quadrupled in value between 1848 and 1868, when it passed into the hands of its present possessors at a price of £176,000. It is small, as only 70 acres are devoted to the wine.

The finest white wine of the world is Chateau Yquem, and happy those who could afford, like the Grand Duke Constantine in 1848, to buy an entire tonneau, of 177 gallons, for £800. But there are other attactive white wines which are much less well known.

There is, for example, Chateau Suduirat, a peerless drink, "usually of a straw colour, which singles itself out by its aroma and softness and exquisitely delicate and delicious flavour," and which "can be safely and profitably kept for long periods."

The finest wines are only bottled in the good years, and the produce of bad vintages is sold under the condition that it shall not be described with the name of the chateau. Thus at Chateau Lafite no wine was put up for twenty years, after 1883 to 1905.

JAPANESE CONSULS.

NEW COMPLAINT.

TREATMENT DETRIMENTAL TO TRADE.

On the ground that the treatment accorded to Japanese Consuls abroad, particularly to those in the South Seas, reacts to the detriment of Japanese trade in those regions, the South Seas Traders' Union proposes to petition the Government to improve the status of the Japanese representatives abroad, says the *Kobe Herald*. "The miserable conditions under which the Japanese representative in Brazil, for instance, lives, is beyond description," states Mr. Sugizaki, Manager of the Morinaga Confectionery Company, who is also secretary of the South Seas Traders' Union. "All other foreign Consuls are provided by their respective Governments with motor cars and other luxuries and live in fine residences, while the Japanese representative has to rent rooms. Before blaming the country's diplomatic inactivity, the nation must first pay attention to the manner in which Japan's representatives abroad are treated."

The traders state that markets opened abroad by Japanese settlers suffer disastrously on account of diplomatic failures on the part of the Japanese Consuls abroad, and set this down to the bad treatment with which the nation's accredited representatives have to put up.

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BOOTS AND SHOES
MADE TO ORDER.
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Six "WALLA WALLA" BOATS are at Blake Pier, for your service. Phone 3515.

BIRTH.

WINTERS.—On September 28, in Kongmoon, to Mr. and Mrs. E. S. Winters (Standard Oil Co.), a daughter.

The China Mail.

"RIGHT, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, SEPT. 29, 1920.

IDLE YEARNINGS.

"In an environment conspicuously characterized by mutability, change, inconsequence, inconsistency, disharmony, imperfection, impermanence, man has acquired the extraordinary habit of yearning for immutability, for fixation, for law, for consistency, for perfection and for permanence. He "quarrels with the tortoise because it is not something else." He would mould his universe nearer to his heart's desire," squaring his circles, rounding off his rectangles; he is incurably anthropomorphic, demanding a purpose because he himself imagines that all his doings are purposeful, and maintaining an attitude toward creation like that of Hongkong folk, habitual faultfinders, maintain towards authority. This is man's one approximation to permanence and consistency, his permanent and consistent discontent. Yet he himself is the most fickle and unstable phenomenon in a protean universe. In his deepest concerns, his most passionate interests, he blows hot and cold. It is his nature so to do. He cannot help himself. He "plays many parts" on the stage of being himself. Devotion and indifference chase each other across the mirror of his life as sunshine and cloud in a moving chiaroscuro to a sunless day. It is not merely a question of Philip drunk and Philip sober. The sober Philip is so many warring Philips in turn, as appetite gives way to satiety, exaltation to depression, ardour to indifference, action to reaction, storm to peace, activity to rest, work to sleep. In "God the Invisible King," that inconclusive groping book H. G. Wells did while experiencing the emotions of war-time when the issues seemed in doubt, there is a very fine passage, which carries repetition:

"It is the amazing and distressing discovery of every believer so far as the first exaltation of belief goes, that one does not remain long in touch with God. At first it seems incredible that one should ever have any motive again that is not also God's motive. Then one finds oneself caught unawares by a base impulse. We discover *that discontinuousness of our apparently homogeneous selves*, the unincorporated and warring elements that seemed at first altogether absent from the synthesis of conversion. We are tripped up by forgetfulness, by distraction, by old habits, by tricks of appearance. There come dull patches of existence; those mysterious obliterations of one's finer sense that are due at times to the little minor poisons one eats or drinks, to phases of fatigue, ill-health and bodily disorder, or one is betrayed by some unanticipated storm of emotion, brewed deep in the animal being and released by any trifling accident, such as personal jealousy or lust, or one is relaxed by contentment into vanity. . . . This (Mr. Wells concludes) is the personal problem of sin."

One can only smile indulgently at this spectacle of an acute and probing mind exhibiting the very phenomenon we are dealing with, being, as the loose saying is, not "true to form." For of course the point is that there is no abiding "form." The true form of man's nature is its formlessness, or (if we may coin a word to get the exact shade of meaning) its kinemorphia. There, in the passage quoted, the brain was growing tired, the impetus was dwindling, the waves were subsiding. There he gave up the orthodox verdict, based on an illusive ideal, which invents such "sins" as Laodiceanism, lukewarmth, back-sliding. We are not "tripped up" by forgetfulness, and so on, because our progress is *not* and never was a continuous one. It was rhythmic, and these so-called "sins" are essential parts of the rhythm. It is as if a teacher of prosody were to inform us that a stressed syllable is moral and an unstressed syllable immoral.

Women have been known to reproach their husbands because they no longer felt the flaming ardour of the wooer; and it may be said, quite reverently and solemnly, that the religious devotion in man is as naturally and innocently systolic and diastaltic. There is a psychological as well as a physiological pulsation. God is less unreasonable than some of the men who imagine Him; He does not require or expect more of the machine than he designed it to perform. A pendulum is the most flagrantly inconsistent thing about a clock; it travels two opposite ways, but it serves its purpose and does its duty. This dream that man should rise "superior" to his nature, improve upon the law of the universe, and be impossibly consistent and continuous and straightforward is a premiss that leads to some weird logic. It is one of our most astounding and inexcusable delusions, because the Law protrudes so prominently throughout the world of things contemplated. Let us assume (for our souls sake) that the ship of man is bound somewhere. The winds of God come from every airt. There are tidal ebbings and flowings, a multiplicity of unguessable cross-currents and rips and settings. To expect a straight course is lunacy. The most we can do is to trim sails, and tack and tack and tack again. Some of our superficial judges approach and hail us, saying: "I thought you undertook to go to the C.Y.C., and here you are heading for Blackhead's Point. How sinful you are." If we make answer and say, "We are even now on the way to the C.Y.C.," in their strange ignorance of the laws and possibilities of navigation they will give us the lie; they will dub us hypocrite. Men think, and grow tired of thinking. They strive, and they grow weary of strife. In all the ways of human life there are ups and downs, periods of concentration and periods of relaxation, alternating impulses, throbbings, steps backward to leap forward, or (to stick to an image sufficiently satisfactory) tackings to port and starboard, long legs and short legs. Perhaps it may even be that we live psychologically as we do actually, on the periphery of a globe, and that our longest voyaging must bring us ever back into the same water. That, however, is outside our immediate theme, which is the folly of trying to hitch to a star a waggon meant for a horse, of pretending that we are outside the law, of "quarrelling with the tortoise because it is not something else." These yearnings, enrobed by a mistaken convention, are lunacy, indeed, were they not so very human, and only another part of our manifold nature, they might be called wicked; they breed unfulfillable hopes and consequent needless despairs.

SCOTCH.

By November or December we shall know whether Scotland has been inoculated with Pussyfootishness or not. The Scots, parish by parish, or division by division, may "vote dry," vote wet, or vote for local option. If they "vote dry"—which we admit they are entitled to do if they feel that way—there is bound to be an after effect in England. It will serve as a sort of precedent, and precedents mean more to some people than they have any natural right to mean. There seem to be men who would go happily to hell if they could find a precedent for it. For the "wet" vote there must be at least 35 per cent. of the electorate, or 55 per cent. of the total votes recorded; and somehow we cannot think there are so many teetotal fanatics in Scotland as that. Scotland is "no' sa fu'" of that sort. But the danger (speaking as those who believe in the cheer giving cup) is an indifferent electorate, such as that which let the fanatics steal a decision in America. The Scotsman who shares our opinion that there are not enough to carry it, may think it not worth while to vote against it; and in that way the majority of 55 to 45 may be got.

There are enough of the fanatics to carry on a very active campaign, and they are doing it. After all, it does not need many parrots to make a lot of noise. The requisitions by ten per cent. of the electors for a vote on this issue are apparently to be forthcoming all over the country, many or most of them being already in. Some local Scots are expecting the elections next month, October, but according to the Act they are more likely to take place in November or December. This Act leans very strongly to the side of the reformers. It provides that the votes of the extreme prohibitionists, should prohibition fail to carry, shall count towards the vote for a reduction of licences, extinguishing one quarter of them. And it provides very unfairly that if both extremists and moderates are outvoted, they may try again in three years. As they have been made to wait eight years for their first try, they should have been barred from a second for a like term. It isn't that we can see no virtue in temperance. Our sympathies go to the party that would leave things as they are because of the tyranny back of the others. Interference with the personal habits and tastes of everyman to suit the fad of a few is the worst kind of tyranny. Assuming that Scotland goes dry on May 28, 1921, what of the distilleries? Will the cranks want to shut them up, so that those in the freer colonies, who like and need a little Highland Dew or Scottish Nectar will no longer be able to get it? That will seem worse than Bolshevism, and we shall find no lack of Winston Churchills to declare war. Whisky is one of Scotland's principal exports. It may be an unworthy suspicion, but the thought will come that the Americans now assisting the campaign in Scotland may have an eye on trade possibilities. May be they see a chance to grab the world's market and to sell it rye. If so, we'll diddle 'em. We'll ask for Irish.

PRODUCTION.

The political slogan of an interested class at Home has been "production." It obtruded in every speech, pamphlet, and article. They urged the workers, as a patriotic duty, to produce, and to produce yet more abundantly. The need, they said, to replace the nation's wasted wealth, and to reduce the burden of debt, was increased production. Even now we are faced with the possibility of a terrible strike because the Government has made increased production of coal the condition precedent to the granting of the miners' demands. That is one side of the picture.

To-day we print a special telegram from our Malayan correspondent announcing that those interested in the rubber market are calling upon the Government to order a limitation of production, to meet the falling price. That the device, if adopted, must fail, owing to the fact that any of the soundly established companies can produce rubber and make a handsome profit with the price at one and sixpence a pound, is small consolation to the public-spirited reader who must be aghast at such a cynical display of the spirit of the capitalistic system. So far as we are concerned, the capitalistic system is good enough. It is the most simple and natural and convenient system, if only the capitalists could be persuaded to be less hoggish. If the coming years thrust upon us some new system, communistic, Socialistic, Bolshevistic, or whatnot, which we certainly will not like, and which also will fail, it will be these hoggish capitalists who will have forced it upon us. It is to us an extraordinary feature of such business men that though they are well aware of the advantages of insurance, and use them, they seem unable to see the necessity of insuring against a social upheaval. Greed blinds them to what is coming.

CORRESPONDENCE.

A DANGEROUS ROAD.

[*To the Editor of the "China Mail."*]

Sir,—With reference to my letter of the 25th instant calling your attention to the dangerous state of Wongneichong Road, I beg to state that things are going from bad to worse. The cavity in the road is being lengthened; blasting is taking place right in front of residences; and Chinese are daily using the road teaching their friends how to drive an automobile. Surely this road could be closed until the necessary repairs are effected?

However, I hope our friend "Adversarius" will go for the officials responsible for this work when he returns on Saturday.—Yours faithfully,

"A VALLEYITE."

[Now then P.W.D., play the game. These people are entitled to some consideration, and they are not asking too much. Close the road.—C.M. Redaction.]

DOCKYARD THEFT.

SUBMARINE ENTERED.

HOW ADMITTANCE WAS GAINED.

A Chinese banishee from Singapore, was this morning charged before Magistrate Orme with the theft of a copper strap from a submarine in the camber at H.M. Dockyard, yesterday.

The defendant pleaded "guilty."

The Wanchai police said that the defendant had no business in the yard, as he was not employed there.

The Magistrate enquired how the defendant gained admittance to the yard.

Sergeant Allen of the Dockyard Police said that he had in his possession a contractor's pass disc, the production of which would gain admittance for him. He had evidently stolen the disc, as the contractor denied that the defendant was one of his men.

The defendant said that he picked the disc up from the roadside.

Sentence of three months' hard labour was passed.

LOCAL AND GENERAL.

A fixed deposit receipt for $64,000 has been lost.

The annual meeting of the Kowloon Cricket Club takes place this evening at 5.30.

A meeting of the Hockey Club takes place at the Cricket Club pavilion this evening at 5.30 to inaugurate the season's play.

The Canton Police Bureau recommends that all mat-sheds upon roofs be pulled down before October 1 on account of the dry weather.

A large number of counterfeit coins and three machines were discovered by soldiers in a house at Sin Shan, Canton, the other day. Nine persons were arrested.

The summons issued by Mr. Edward Brown against Mr. Rufus F. Garcia, of the Admiral Line, for assault has been withdrawn, as the defendant has given a written apology to the complainant.

While fielding in a cricket match at Portsmouth a man named White put his hand out to catch a ball. The ball struck his wrist with such force that the man collapsed and died on his way to hospital.

The following estimates have been fixed in connection with the outbreak of fire at the premises of the Robinson Piano Co., in Kuala Lumper, Damage, $20,000; insurance, $24,000; at risk, $42,000.

A marriage has been arranged and will be taking place shortly between H.E. Sir William Manning, Governor of Ceylon, and Olga, only daughter of Mr. and Mrs. H. Sefton Jones, of 74 Cadogan Place, London, S.W.

The outer lightship at the Bangkok bar, Gulf of Siam, will very shortly be temporarily withdrawn. At its place, a smaller vessel, repainted and with two masts, will be moored. The usual red light will be shown from this vessel.

Over 3,000 refugees are said to have landed in Hongkong from Canton yesterday. So great was the crowd of relatives and friends at the Canton wharf at one time awaiting the arrival of the "Heungshan" that traffic was greatly impeded.

The P. and O. state that they are refitting ships used during the war as rapidly as possible and have a number building of an aggregate tonnage of 150,000. They intend to run a fortnightly direct mail service to China and Japan as soon as the ships are ready.

Mr. Edward James Young died on September 5, at Edinburgh, aged 78. He was for many years in Ceylon. He was a brother of Mr. Charles Young, who was at one time a visiting agent of Messrs. Whitall and Co., and who is just now in England.

The death of Sir Joseph Norman Lockyer, which occurred at Sidmouth, removes from the roll of astronomers a name which has been famous since the year 1868, when Lockyer and Janessen independently discovered that the sun's chromosphere could be seen in broad daylight.

The *Bangkok Daily Mail* hears that Mr. Genshiro Nishi, the Japanese Minister Plenipotentiary to Siam, who recently left for Japan, will not be returning to Bangkok as he is retiring into private life. It is expected that a new Minister will be appointed there before the end of the current year.

Sir Maurice Fitzmaurice, member of the firm of Coode, Matthews, Fitzmaurice and Wilson, who is to visit Hongkong in connection with harbour improvements, will also pay a visit to Malaya next month, and it has been suggested that he be called in to investigate the silting problem in connection with mining in Malaya and make recommendations in connection with the Rivers Branch of the Public Works Department.

It will be remembered, says the *Siam Observer* of September 15, that two of the German ships seized by the Siamese Government, viz., the N. D. L. "Chiengmai," renamed "Doen Samud," 1,080 tons, and the N. D. L. "Kohsichang," renamed "Sri Samud," 1,292 tons, were lent by Siam to the Italian Government. Both these steamers are now being returned. The "Doen Samud," arrived in harbour to-day and the "Sri Samud," is expected here next week.

Some Jewish workmen, building a Government road near Tiberias, Sea of Galilee, have unearthed remnants of ancient walls and columns. The Government immediately stopped the work, and Mr. McKay, Director of the Department of Antiquities, visited the spot with two members of the Jewish Exploration Society. There is reason to believe that the site of the ancient Tiberias, which played such a great role in Jewish and Christian history, is on the point of discovery. Permission has been granted to the Jewish Exploration Society to undertake immediate digging in the locality.

SPECIAL CABLE.

RUBBER SITUATION.

RESTRICTION OF OUTPUT.

LEGISLATION SOUGHT.

[*China Mail* SPECIAL.]

SINGAPORE, Sept. 28.

The Planters' Association of Malaya has decided to recommend the Government to legislate compulsorily restricting the output of rubber.

LOCAL AND GENERAL.

In the second police court, Singapore, a European named Robert Broadhurst Hill, who has been certified by Dr. Taylor as a lunatic, was committed to the Lunatic Asylum by Mr. Dawson.

In a message dated Sept. 16, the Bangkok correspondent of the *Pinang Gazette* stated that an official report on the Siamese rice crop says the situation is critical. This season there has been a phenomenally scanty rainfall, and unless water is available in sufficient quantities by the end of the month, the current crop cannot be good. The area planted exceeds that of last year.

In Singapore, a Mr. Charles Reginald Wells, who is employed in the United Engineers, alighted from a motor bus on the Katong Road and was knocked down by a motor car coming in the opposite direction being so seriously injured that he had to be removed to the General Hospital where he is detained. He was dragged along the road for several yards before being thrown clear.

Writing in the *Shanghai Mercury* "Janix" says:—Mr. Ricou cannot be said to have been overwhelmingly successful in his ventures in the flying business since he started at Macao. The last news was regarding his trip with M. Painleve who had to descend at an intermediate port. The way of the pioneer is of course hard and Mr. Ricou is no exception. However, he is deserving of all praise for the work which he is doing and it is to be hoped he will yet reap a rich reward.

Tasmania has been electrified by the bill for the Prince of Wales's visit. Mr. Quigley, proprietor of the Brisbane Hotel, Launceston, has charged the State £1,500 for the Prince's entertainment of half a day and a night. The ordinary tariff there is £1 1s a day. The Labourites, attacking the Government in a want-of-confidence motion on another matter, described the hotel bill as murderous. Industrial circles are furious and allege that the bill will pay for the freehold of the hotel.

The *Daily Mail* understands that the Belfast shipbuilding firm of Harland and Wolff completed negotiations with the Port of London Authority for the lease of all the engineering and repairing shops under the Authority's control. An extensive programme for the erection of a floating dock at Canvey Island, near Southend, and repairing workshops at all the chief London docks is being prepared, and work on the repairing shops will be started immediately. As there is little skilled labour available, unemployed workmen from the dock-yard towns will probably have to be imported.

"A Mere Woman" writes as follows to the *Straits Echo*:—A few days ago no well-bred man would have thought of smoking at an entertainment attended by ladies—and the others would not have been allowed to do so nowadays, however, it seems to be general—manners have deteriorated since the war!—and at the Town Hall, it is apparently permitted by the law, for I noticed a high police official in the front-row last night smoking throughout the performance, regardless of the ladies in his neighbourhood. If this is so, may I suggest that in future the first five or six rows of seats be reserved for non-smokers, for there are still some of us old-fashioned enough to dislike the smell of smoke in a badly ventilated building and to prefer the company of those who share our views or respect our prejudices.

KINEMA NOTES.

To-night the new programme at the Hongkong Theatre will include a beautiful Triangle production in five parts, "The Plain Jane," featuring Betty Barricale.

HIGHWAY ROBBERY.

LITTLE GIRL VICTIMIZED.

YEAR'S JAIL FOR GRASS HOPPER CATCHER.

A Chinese who was this morning charged before Magistrate Orme with snatching a gold mounted rattan bangle from a little Chinese girl in Wanchai yesterday, admitted the offence.

The police asked that a heavy penalty be imposed, as the offence was a serious one, and amounted to highway robbery. The defendant met the girl near the Nanyang Tobacco factory, and enticed her to the doorway of a house in Caroline Road, where he clapped his hand on her mouth and stole the bangle. He was arrested by a Chinese constable when passing No. 1 Police Station.

Replying to the Magistrate, the girl said that she lived in a sampan at Tailungchau. She was on her way to the Sookunpoo market when she met the defendant.

The Magistrate: Why did you follow him?—He dragged me along against my will.

Why did you not call out?—Because he had his hand on my mouth.

The Magistrate (to the defendant): What work do you do?—I am a grass hopper catcher.

How long have you been in Hongkong?—Ten years.

You have been a grass hopper catcher all the time?—Yes.

Then why did you stoop to theft?—Because I had had no luck during the last week. I could not catch any grass hoppers, so I had to do something to raise money to buy food.

Sentence of twelve months' hard labour was passed.

KOWLOON SHOOTING AFFRAY.

TWO INDIANS WOUNDED.

PLUCKY SEPOY'S PROMPT ACT.

Much excitement was caused in Kowloon on Monday morning by a shooting affray in which two Indian soldiers were wounded.

It is alleged that while the 22nd Punjabis were paraded at Whitfield Barracks as usual on Monday morning, a havildar who was on guard duty, rushed out of the guard room with his rifle loaded with the intention of shooting the subadar on parade. Realizing the danger to his officer, a sepoy promptly mustered ten men and went out to disarm the guard. After calling out a warning to an English officer who was on parade, the havildar is said to have taken aim at the subadar. Just as he opened fire, however, he was accosted by the sepoy who was wounded in the leg and collapsed. Before the havildar could reload his rifle, another sepoy shot him through the arm. Both the wounded men were promptly removed to the Military Hospital where the havildar's arm had to be amputated.

The plucky sepoy's injury is happily not serious, and he should be fit for discharge from hospital in the course of the next few days. The act of the sepoy is a commendable one and worthy of recognition, for there is no doubt that but for his interference at great personal risk, the subadar would have been killed.

LAWN BOWLS.

MATCH IN SHANGHAI.

HONGKONG V. JUNIOR GOLF CLUB.

The Junior Golf Club defeated the Hongkong team at Hongkew Park on Sept. 22, by seven points, reports the *N.C.D. News*. The game was exceedingly interesting and close, but was marred at the concluding stage by rain, making play very difficult and unpleasant. Up to the interruption by the showers the scores were level, but after the resumption the locals secured the remaining ends with one excention and were declared winners by 19 points to 12. The green was in perfect condition, as it generally is, and was drawing well.

Very little can be said about the match, except that the scores were level right through, each side taking its turn to score, but after the rain the Golf Club got the advantage, which they retained to the finish. For the visitors Muirhead was particularly good and Farrell and Pile were very steady, while Simpson was in great form. On the Golf Club side all played well, Stormes skipping in his usual clever style and serving at several ends. McAlister was also very good, and Kinipple revelled in his new position.

The teams were:—

Hongkong—P. Farrell (skip), J. Muirhead, A. Simpson and A. G. Pile—12.

Junior Golf Club—G. B. Stormes (skip), D. McAlister, W. R. Kinipple and P. W. Ephgrave—19.

YACHT-TEPOO v. HONGKONG.

Yangtsze-poo Bowling Club were to entertain the Hongkong visitors the following day at Wayside Park at 3 p.m. Teams:—

Hongkong—R. Langley (skip), P. Farrell, A. Simpson and J. Muirhead.

Yangtszepoo—G. McMurdo (skip), W. Bisset, C. Richards and G. Bloom.

CANTON CRISIS.

REFUGEES FLOODING HONGKONG.

"KINSHAN" BRINGS OVER 1,000.

The flood of refugees from Canton yesterday added some thousands to Hongkong's population. The Hongkong, Canton and Macao Steamboat Co.'s vessels alone brought down over 3,000.

Reports received here from Canton last night showed that up to 5 p.m. there was no firing, although the populace is still greatly excited by the threats of bombardment.

The situation is described by to-day's *Canton Times* as follows:—

Mu Yung-hsien, the retiring Tuchun of Kwangtung, did not leave at 8 o'clock yesterday morning as asked by a committee of Cantonese citizens, as he had to wait for a decision for the final disposal of the Kwangsi troops now in Kwangtung. More than 8,000 Kwangsi troops are still in Canton. It is understood that six thousand of these Kwangsi troops have been but newly recruited. They are incapable of fighting, as they were but beggars in their native province about a month ago.

However, Mu Yung-hsien is ready to go himself and he has ordered his motor car and servants constantly to wait upon him so that he may leave at any minute.

More than 80 per cent. of the Kwangsi provincials recently employed in the various government departments have already left Canton for Hongkong or Macao. Very few of them were found attending their duties yesterday. Practically all official business has been suspended for the last two days.

There were only about a hundred soldiers at Kwun Yam Shan, or Hill of Goddess of Mercy, yesterday, as many of them had been transferred to the Tuchun's Yamen at the foot of the Hill.

As Sun Pao Tan, the Commander-in-Chief of the River Defence Corps, has practically transferred all his men and ships to Generals Li Fook Lum and Ngai Bong-ping all the gunboats and patrol boats of the River Defence Bureau have been put into the hands of General Ngai Bong-ping, who is now trying his best to protect the city from disturbance.

Business at Canton was at a standstill yesterday.

FOOD PRICES RISE.

The price of food-stuffs rose more than 20 per cent. yesterday morning as against the day before, because of the interruption to the railway and other services.

The fuel merchants, taking advantage of the unsettled situation, began to raise the price of fuel. Only 75 catties of fire-wood could be bought for a dollar, an increase of nearly 50 per cent.

Very few persons were found walking in the streets yesterday morning, as they were quite terrified by the appearance of an aeroplane and the talk of possible conflict seen or heard the day before.

The offices of the local branch of the Bank of Canton in Ho pun Street have been removed to Shameen.

According to information from an office in the Chinese Post Office, Canton, the mail service between the several districts of Kwangtung and Canton is now as regular as ever.

Special armed policemen are being put on duty to guard the streets so as to prevent possible looting in the city.

MU'S POSITION.

Mu Yung-hsien, the Tuchun of Kwangtung, while willing to surrender outwardly, has not yet made the move to do so, probably using the negotiations to gain time for the return of Li Kan-yuan, the Commander-in-Chief of the Yunnanese troops now in Shekiung. Last evening the situation looked gloomy, when the parties failed to come to a definite agreement.

Civil Governor Yang Wing-tai is having a great deal to do with the present situation, and his attitude is being watched with a great deal of interest.

Mu is asking as much as $1,000,000 for the disbandment of his troops, something now impossible for the Cantonese to grant.

General Ngai, now commanding both land and sea forces here, has assumed the responsibility of guarding the city and instructed all the police forces to obey his order only, disregarding all instructions from the Tuchun.

It is believed that Mu is also waiting for instructions and reinforcements from Lu Yung-ting and Tao Hoh-ming, two Kwangsi militarists.

Admiral Lin Pao-yi, Minister of the Navy, will act as mediator between the Kwangtung and Kwangsi military parties, who have agreed to put their terms in his hands. The interests of Mu will be represented by Lin Cheng hsun, Speaker of the Kwangtung Provincial Assembly. Hostilities are to be withheld pending the result of the negotiations.

On Monday the Chairman of the Chamber of Commerce called on Tuchun Mu and advised him to leave. This advice has been repeated by a number of Senators and Representatives and by General Ma Chi who arrived in Canton from Waichow a couple of days ago.

According to the latest information to hand, Mu Yung-hsien does not intend to leave Canton unless the Cantonese guarantee not to disarm his Kwangsi troops and, at the same time, provide them with two months' extra wages for their return to their native province. However, ten representatives of the Kwangtung Provincial Assembly have been sent to call on Mu Yung-hsien to talk this money matter over.

The Canton press reports the arrival of $200,000 in silver coins at Canton from Kwangsi, which will be used for paying the Kwangsi military officers.

Honam is still quiet in spite of the declaration of independence from Canton.

To avoid complications, the foreigners in Shameen have told their employees not to receive any friend in their private quarters at night.

Kumkai, Namhoi, has declared independence by a commander of Defence Commissioner Li Fook Lum's troops on September 26. White flags were displaying at that place.

According to latest reports to hand, many revolutionists are operating boldly in Kongmoon.

Fighting occurred in Sunning between the members of "Kau-kwok-Kwan" or the National Salvation Army and the administrative troops on September 26, the result being that many of the administrative troops were killed and wounded.

DISTURBANCE IN HONGKONG.

SUPPOSED KWONGSI MAN ASSAULTED.

Inspector Wills, of No. 7 Police Station, this morning charged a Kwongtung man before Magistrate Orme, with unlawfully assaulting a Shantung man in Canton Road, West Point, last night.

The defendant denied the charge. He said he accidentally bumped into the complainant and a fight ensued.

The complainant, who appeared in Court in a tattered *kimono*, bore marks of severe handling on his face. He said that he was a fireman on board the s.s. "Shinyo Maru." Yesterday he came ashore with 10 yen to do some shopping. He bought himself a pair of shoes, a hat and some cigarettes, and was on his way back to the ship between 7 and 8 p.m. when he was surrounded by a large crowd of Kwongtung men in Canton Road, and severely assaulted. His assailants tore his *kimono*, and stole his property. He was rescued by Chinese detectives.

Inspector Willis said that the disturbance was in connection with the hostilities in China between Kwongtung and Kwongsi soldiers. The crowd had evidently mistaken the complainant for a Kwongsi man and assaulted him. The detectives had much trouble in quelling the disturbance. Two shots had to be fired in the air before the crowd dispersed. The defendant was seen by a detective actually kicking the complainant, and was arrested.

A Chinese detective said that he heard cries of "strike the Kwongsi man" coming from Canton Road. He rushed into Canton Road, and there saw a crowd of some two hundred men assaulting the complainant. By the time he reached the crowd, the disturbance had been stopped by other detectives, who were escorting the complainant away, when the defendant came up from behind and deliberately kicked the complainant. Witness promptly placed defendant under arrest.

The Magistrate: The complainant is not a Kwongsi man?—No, he is from Shantung. The crowd evidently mistook him for a Kwongsi.

Replying to another question, the witness said that it was quite possible that the crowd used the Kwongsi prejudice as an excuse for robbing the complainant.

The Magistrate imposed a fine of $5 or 10 days.

The complainant was taken back to his ship under a police escort.

SNATCHER SENTENCED.

SIX MONTHS' HARD

AND TEN STROKES OF THE CAT.

Before Magistrate Dyer Ball this morning, a Chinese who was charged with snatching a gold neck chain and a locket from an Annamite woman, on Monday, pleaded "guilty."

Inspector Grant, who prosecuted, said that the defendant was seen by a Chinese detective yesterday attempting to pledge the property at a pawnshop in town. When questioned, the defendant said that he received the chain and locket from a woman at Quarry Bay. The detective took the defendant there, and in the course of enquiry, discovered the complainant. According to her, she and a friend were out walking on Monday afternoon, when they were accosted by the defendant who attempted to snatch her chain. She grabbed one end of it, and a struggle followed in the course of which the chain broke. The defendant ran away with one half while she retained the other half. The locket was on the half which the defendant secured. She did not report the matter to the police because she was a stranger here, and did not know where the station was.

The Magistrate sentenced the defendant to six months' hard labour and 10 strokes with the "cat."

ANSWERS TO CORRESPONDENTS.

John Kestrel.—You have not reviewed our arguments fairly. You have ignored one and garbled another. That would not have mattered, as you know, because we could have replied, and so had a debate. But we do not print your letter because it comes far too late. Our world keeps moving on, and that particular controversy is now hull down on the horizon. In journalism the rule (with exceptions that must be justified) is "vestigia nulla retrorsum," which, roughly translated, means "never try to kiss a girl you have jilted."

Tenants.—Refugees from Canton are still pouring in, and bidding irrationally for accommodation. We have considered your suggestion, but what can we urge the Government to do that it can do? Until you can suggest a way of damming the stream it is no use to damn the refugees.

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SWATOW AND BANGKOK	Chusan	Oct. 5, at 10 a.m.
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NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

CHINA COAST, ETC.

SWATOW.
Sept. 30.—I.C.S.N. Tungshing.
Oct. 1.—D. L. Haiching.
3.—O. S. K. Amakusa Maru.
5.—D. L. Haihong.
5.—C. N. Chusan.
8.—D. L. Hailoong.
16.—O. S. K. Soshu Maru.

AMOY.
Oct. 1.—D. L. Haiching.
3.—O. S. K. Amakusa M.
5.—D. L. Haihong.
5.—C. N. Suiyang.
8.—D. L. Hailoong.
16.—O. S. K. Soshu Maru.

FOOCHOW.
Oct. 1.—D. L. Haiching.
5.—D. L. Haihong.
8.—D. L. Hailoong.

SHANGHAI.
Sept. 30.—I.C.S.N. Tungshing.
30.—C. N. Sinkiang.
30.—I.C.S.N. Choysang.
Oct. 3.—C. N. Chenan.
2.—P. & O. Alipore.
3.—P. & O. Dunera.
5.—C. N. Suiyang.
7.—C. N. Sunning.
19.—B. F. Neleus.
20.—B. F. Teuter.
21.—B. F. Laertes.
22.—B. F. Elpenor.
22.—B. F. Atreus.
Nov. 1.—P. & O. Dilwara.
18.—B. F. Pyrrhus.
22.—B. F. Demodocus.
Dec. 3.—B. F. Knight Templar.

WEIHAIWEI AND CHEFOO.
Oct. 1.—C. N. Kueichow.
8.—C. N. Huichow.

TIENTSIN.
Oct. 1.—C. N. Kueichow.
1.—I.C.S.N. Cheonshing.
6.—C. N. Huichow.

NEWCHWANG.
Oct. 1.—I.C.S.N. Cheongshing.

TAKU AND DALNY.
Oct. 22.—B. F. Elpenor.
Nov. 22.—B. F. Demodocus.

TSINGTAO.
Sept. 30.—I.C.S.N. Tungshing.
Oct. 3.—C. N. Chenan.

KEELUNG.
Oct. 2.—O. S. K. Amakusa Maru.

PUKOW.
Oct. 5.—C. N. Suiyang.

TAKAO.
Oct. 16.—O. S. K. Soshu Maru.

SAIGON.
Oct. 2.—O. S. K. Unnan Maru.
10.—M. M. Armand Behic.
14.—J. O. J. I. Tjilatjap.

BANGKOK.
Oct. 2.—O. S. K. Unnan Maru.
5.—C. N. Chusan.

SINGAPORE.
Oct. 2.—O. S. K. Unnan Maru.

INDIAN PORTS, ETC.

CALCUTTA.
(Via Rangoon).
Oct. 2.—I.C.S.N. Foukiang.
7.—N. Y. K. Tonkiera Maru.
9.—B. I. A. Gregory Apcar.
21.—B. I. A. Torilla.
Nov. 6.—B. I. A. Takada.

BOMBAY AND COLOMBO.
Oct. 4.—O. S. K. Saigon Maru.
5.—N. Y. K. Yetoroofu Maru.
11.—O. S. K. Burma Maru.
15.—P. & O. Dunera.
Nov. 12.—P. & O. Dilwara.

JAVA PORTS, ETC.

Oct. 1.—D. L. Lake Farrar.
2.—J.O.J.I. Haiyang.
10.—N.Y.K. (D.&Co.) S'rang M.
19.—J.O.J.L. Tjibodas.

PHILIPPINE ISLAND, ETC.

MANILA.
Oct. —I.C.S.N. Loongsang.

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE.
Oct. 1.—A. O. Changsha.
5.—E. & A. St. Albans.
9.—C. & A. Victoria.
21.—A. O. Taiyuan.
30.—E. & A. Eastern.
Nov. 3.—C. & A. Hwah Ping.
17.—N. Y. K. Ati Maru.

JAPAN PORTS.

Sept. 30.—I.C.S.N. Yatshing.
Oct. 1.—P. & O. Alipore.
2.—L. T. (D.&Co.) Africa.
4.—M. M. Porthos.
5.—B. F. Teucer.
9.—N. Y. K. Kamakura Maru.
11.—B. I. A. Tyrilla.
12.—P. & O. Novara.
14.—E. & A. Eastern.
17.—B. I. A. Takada.
19.—B. F. Neleus.
19.—N.Y.K. (D.&Co.) Hokuto M.
24.—P. & O. Nellore.
30.—N. Y. K. (D.&Co.) Borneo M.
Nov. 4.—P. & O. Somali.
17.—P. & O. Devanha.
Dec. 3.—B. F. Knight Templar.
5.—P. & O. Sicilia.
22.—P. & O. Plassy.

(Continued on Page 20)

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PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"NANKIN"	6,900	9th Oct.	MARSEILLES LONDON & A'werp.
"DUNERA"	5,400	15th Oct.	Singapore, Colombo & Bombay.
"KASHGAR"	8,900	22nd Oct.	MARSEILLES LONDON & A'werp.
"NOVARA"	6,900	12th Nov.	MARSEILLES LONDON & A'werp.
"NELLORE"	6,833	26th Nov.	MARSEILLES LONDON & A'werp.
"SOMALI"	6,712	10th Dec.	Do.
"DEVANHA"	8,100	17th Dec.	Do.
"SICILIA"	6,702	31st Dec.	Do.
"PLASSY"	7,346	21st Jan. 1921.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

"GREGORY APCAR"	4,600	9th Oct.	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	6th Oct.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, and Melbourne.
"EASTERN"	4,000	1st Nov.	

SAILINGS TO SHANGHAI & JAPAN

"DUNERA"	5,400	3rd Oct. at Noon.	Shanghai only.
"TORILLA"	5,200	11th Oct.	Shanghai and Japan.
"NOVARA"	6,900	18th Oct.	Shanghai and Japan.

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NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

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N. Y. K.

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KATORI MARU ... Thursday, 30th Sept., at 11 a.m.
TAJIMA MARU (Omit. Shanghai) ... Thursday, 14th Oct., at 11 a.m.
TOYAMA MARU ... Monday, 15th Nov., at 11 a.m.
FUSHIMI MARU (omit. Manila) ... Tuesday, 14th Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

TAMBA MARU ... Monday, 4th Oct., at Noon.
MISHIMA MARU ... Monday, 18th Oct., at Noon.
SADO MARU ... Friday, 29th Oct., at Noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU ... Friday, 29th October.

LIVERPOOL & MARSEILLES via Singapore, Colombo Suez and Port Said.

TOTTORI MARU ... Sunday 3rd October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 20th Oct., at 11 a.m.
AKI MARU ... Wednesday, 17th Nov., at 11 a.m.

NEW YORK via Suez.

MORIOKA MARU ... Tuesday, 12th October.

SOUTH AMERICAN PORTS via Cape.

TOSA MARU ... Sailing from Singapore ... Sunday, 17th October.

BOMBAY & COLOMBO via Singapore.

YETOROFU MARU ... Tuesday, 4th October.

CALCUTTA & RANGOON via Singapore & Penang.

TOMIURA MARU ... Thursday, 7th October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 16th October, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KITANO MARU ... Wednesday, 29th September, at Noon.
KIBIN MARU ... Wednesday, 29th September.
KAMAKURA MARU ... Saturday, 9th October.

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"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVES HONGKONG.
KOREA MARU	9,000	Sept. 30th.
SIBERIA MARU	20,000	Oct. 12th.
TENYO MARU	22,000	Oct. 28th.
SHINYO MARU	22,000	Nov. 23rd.
†PERSIA MARU	9,000	Dec. 2nd.

(Omitting call at Shanghai. †Calling at Keelung.

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THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AYRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
SEIYO MARU	14,000	Nov. 9th.
KIYO MARU	17,200	Jan. 10th. 1921

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NOTICES TO CONSIGNEES

STRUTHERS & DIXON, INC.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO.

THE Steamship "WEST HENSHAW," Having arrived from San Francisco via ports on 26th Sept., 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra-hazardous Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 4th October, 1920, by the Company's Surveyors Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised.

No claims will be recognised after the goods have left the Godowns and cargo undelivered on and after 4th October, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.,
Agents.
1st floor, Powell's Building,
12, Des Vœux Road Central.
Hongkong, September 27, 1920.

A. KWAI & CO
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NOTICES TO CONSIGNEES

PACIFIC MAIL S. S. COMPANY

NOTICE TO CONSIGNEES.

S. S. "CADDOPEAK."

From CALCUTTA, PENANG and SAIGON.

THE above mentioned vessel having arrived from the above mentioned Ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on October 4, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized. No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after October 5, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.
As Operators, U. S. Shipping Board.
Hongkong, September 27, 1920.

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

S. S. "COLOMBIA."

From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of Cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on October 2, at 10 a.m. and October 4, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No Claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after October 4, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

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Hongkong, Sept. 27, 1920.

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For SAN FRANCISCO.
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HONGKONG FOOTBALL CLUB

ANNUAL MEETING.

PROPOSED BUILDING EXTENSIONS.

The 33rd annual general meeting of the Hongkong Football Club was held in the Board Room of Messrs. Jardine, Matheson & Co., yesterday evening. Mr. R. J. Wilton presided, and there was a good number of members present.

The report for the year ended August 31, 1920, was presented to the meeting as follows:—

The membership of the Club gradually increased during the season. Halfway through the season the stand accommodation was found to be inadequate and same was increased by fifty feet, necessitating a heavy expenditure on erection of grand stand.

The Association section was successful in winning for the first time in their existence the Hongkong Football League with a total of 19 points out of a possible 20, and only lost one match during the season, viz: to St. Joseph's College in the semi-final of the Hongkong Football Shield. Though application was made the Club was not allowed to compete in the United Services League.

Resulting from a benefit match played by the Club against South China Athletic for the benefit of the Widow of the late Warder Speed, a sum of $794 88 was realised due, in the main, to the splendid efforts of Mr. Nicholson.

The ground and stand were granted to the Hongkong Football Association for an International match for the Devastated France Fund from which a sum of $682 82 accrued and also to the Hongkong Football League for the benefit of their own funds, viz. $217.25.

Our thanks are also due to Mr. Nicholson for the splendid flag which he kindly presented to the Club.

The Committee have to record the death of Mr. J. H. Mead, a well known player of a few years ago.

The Rugby section became alive at the tail end of the season and several very enjoyable games were played against Army and Navy teams in which good form was displayed by several members.

The annual dinner of the Club was held in the Hongkong Hotel on the 17th April and was thoroughly enjoyed by all present.

Prospects for the coming season are very bright and the Club generally should have a successful year.

The Chairman, in proposing the adoption of the report and statement of accounts, remarked that the club did very well in the League last season and only lost one match. They hoped during the coming season to do still better. He was pleased to say the club was in a good position financially; they had $1,000 on deposit and $700 in South China War Savings Association which, together with the money in hand, made a total of roughly $1,800. He did not know whether it was the wish of the members to draw the money out of the South China War Savings Association and reinvest it.

On the proposition of Mr. Rodger, seconded by Mr. D. Purvis, the report and accounts were unanimously accepted and passed. A further resolution was adopted empowering the withdrawal of the money from the South China War Savings Association in the event of the club requiring it.

Officers were elected as under:—

President: Hon. Mr. P. Hobson Holyoak; Vice-President: Mr. W. Nicholson; Committee: Messrs. R. J. Wilton (Chairman), J. Ralston (Captain Rugby XV), J. Rodger (Vice Capt. Association XI), P. W. Ramsay, W. Budge, H. McTavish, D. Purvis (Hon. Sec.) and J. B. Hamilton (Hon. Treasurer).

It was decided to leave the selection of the Committee of the Rugby section in the hands of the Captain (Mr. Ralston.)

The Chairman brought forward the question of the extension of the present stand. He said that although it was enlarged last year, it was found that they had not sufficient room when the team was playing important matches. Besides it did not afford the privileges to members of the Club which they were entitled to. He suggested that the stand be lengthened and that an entrance be made in the centre. The members would then have separate accommodation in the middle. The chairman added that the Hon. Sec. (Mr. G. Gerrard) had obtained a tender amounting to $400 for the extension, and it would probably cost a small amount more to carry out the alterations. In addition there was the question of a subsidiary stand which would probably cost another $150.

After a short discussion, it was decided, on the motion of the chairman, to leave the matter in the hands of the Committee, who were empowered, if considered necessary, to accept a tender for the carrying out of the extensions and alterations.

The chairman also referred to the extension of the club house, which he regarded as being very necessary. In his opinion the club house should be extended another 20 feet in order to provide improved accommodation.

The Hon. Secretary was instructed to obtain an estimate for carrying out the necessary work.

The meeting concluded with thanks to the auditors, Messrs W. Brown and J. McCormack; the late Hon. Treasurer (Mr. Ralston), and Hon. Secretary, (Mr. Gerrard) for their valued services to the club, and to the Chairman for conducting the proceedings.

MOTOR CYCLIST CHARGED.

PROSECUTOR ABSENT.

MAGISTRATE DISMISSES SUMMONS.

Before Magistrate Dyer Ball yesterday afternoon, Mr. C. C. Hickling was summoned by Lance Sergeant Chester Woods, of No. 2 Police Station, for failing to keep his motor cycle to the left side of the road while driving in Queen's Road, on September 10.

Mr. D. H. Blake appeared for the defence.

Traffic Inspector Garrod, who was present in Court to watch the prosecution, informed the Magistrate that Sergeant Woods had failed to attend Court. He (the Inspector) had made enquiries from No. 2 Station, and was informed that Sergeant Woods had left the station to attend Court. However, as it was already past the time for which the hearing of the case had been fixed, and the case could not be proceeded with without the witness, the Inspector proposed to leave the matter to the Magistrate to decide.

Mr. Blake applied for the dismissal of the summons.

Inspector Garrod said he had no objection for he had no evidence to offer.

The Magistrate dismissed the summons.

Inspector Garrod: I ask your Worship to record the occurrence in writing to be submitted to the Captain Superintendent of Police.

His Worship: Certainly. I see no reason for the delay. The time fixed for the summons is 2.30. I dismiss the summons.

Mr. Ball told Inspector Garrod that it was a very regrettable occurrence from his point of view, and no doubt Inspector Garrod would agree with him.

Inspector Garrod stated that the officer responsible would be brought before the Captain Supt. of Police.

REPULSE BAY ROBBERY.

GANG OF TWELVE.

HOUSE BOY BOUND AND GAGGED.

A burglary is reported to have taken place at the residence of Mr. Kealing, Manager of the Brick Works, at Repulse Bay, on the night of Saturday last.

According to the "boy," twelve men broke into the house during Mr. Kealing's absence, and after binding and gagging him, ransacked the place and stole clothing and cutlery.

As soon as the police were informed, a detective was sent to Mr. Kealing's house where a search resulted in the recovery of the stolen property hidden on the hillside.

TRAGEDY AT SEA.

BODIES FROM SINGAPORE.

SIX LIVES LOST DURING THE ALTENBURG.

As reported in a special wire to the China Mail, diving operations aboard of the steamer "Altenburg," which has been ashore on Lima Island, near the Horsburgh Light, since the 3rd inst., stopped abruptly on September 20, in consequence of a terrible tragedy involving the lives of six persons.

It seems that at about 3 o'clock Mr. John Watt, the foreman shipwright, dockyard department of the Singapore Harbour Board, accompanied by a Chinaman and an Indian, were in a tunnel near the bunkers, where Mr. Watt was engaged in fixing a pump. According to some accounts the Chinese and Indian were seen to collapse into some water at the floor of the tunnel and that Mr. Watt fell in going to their assistance. Others assert that Mr. Watt was the first to collapse. A French sailor at once went to the rescue, but also fell. Then a second French sailor hastened down followed by a third; but they all collapsed. A Mr. Hocquard, of the Harbour Board was then rushing in but as six men had already fallen it was felt that further efforts were useless.

In about half an hour a diver descended with his appartus and recovered the bodies. Meanwhile the wireless installation aboard had transmitted the sad news to the authorities in Singapore and late in the afternoon a launch, in charge of Mr. F. Niblock, put away from the ship with the bodies and brought them to Tanjong Pagar where they were landed about 10 p.m., and taken to the mortuary at the General Hospital.

According to Messrs. Moine Comte and Co., the agents for the "Altenburg," the fatality was not as at first reported due to gas generated from rice and zinc cargo. It is true that some days ago a number of coolies complained of gas, but Mr. A. G. Harrington, the Municipal Analyst, investigated and said there was no danger at all from the cargo. It is thought that the fumes were carbon mon-oxide arising from the coal being kept in a confined space and not being disturbed for close upon three weeks. When the bodies were finally recovered artificial respiration was tried for a long time, but without the least success.

Of the deceased, the late Mr. Watt must have been known to thousands who have passed through Singapore during the 20 years he had been engaged at Tanjong Pagar. "Jock" was familiar to them all and they all liked "Jock," and, we believe, especially his employers as Watt was among the best of their shipwrights than whom none other knew the work better. He was 47 years of age and leaves a mother and father in Falkirk with whom the greatest sympathy will be extended.

The French sailors were natives of Brittany and were R. Coquin, age 32, P. Lefever 26, and Yves Senechal 31, the last named being married, with three children.

To the relations of these men sympathy will be extended and some consolation will be found in that, by an heroic act, they gave their lives for fellow men.

The steamer "Altenburg," no known, we believe, as the "Camrahn," is commanded by Capt. Rochelle, and was on her voyage from Haiphong and Saigon bound for Europe. She is of 7,000 tons gross and is comparatively a new ship having been built in Germany in 1914 for the Nordeutscher Lloyd. She was registered at Bremen and originally flew the German flag which has now been exchanged for that of the inter-Allies.

THE BANDMAN CO.

SACRED AND PROFANE LOVE.

At the Theatre Royal last night the Bandman Comedy Company presented "Sacred and Profane Love" to a fair audience. Although well played, the piece lacks the grip of the other dramatic works the Company has staged. There is nothing convincing in the story and the play is deficient in telling scenes. But if the piece itself left a somewhat unfavourable impression, the work of the players did not. Particular mention should be made of the acting of Mr. Philip Carlton as Emilio Diaz, the master pianist who develops into a morphia maniac. His work in the third act with Miss Niqua Lewis was excellent. Miss Lewis was cast for the part of Carlotta Peel and did well. It is she who has to decide between going away with another woman's husband or going back to her old lover who is in the grip of the morphia habit. In the minor parts Mr. Leonard Stephens was deservedly applauded for his acting as Lord Francis Alcar and Miss Beryl Barraclough gave a realistic interpretation of Rosalie, a vivacious young French lady.

AQUATIC SPORTS.

INTERSCHOOL EVENTS.

SCHOOL CHAMPIONS AMATEUR ATHLETIC ASSOCIATION.

The Chinese Amateur Athletic Federation's School Aquatic sports were held yesterday afternoon at the Victoria Recreation Club Bath, the various colleges in the Colony competing. Great interest and keenness was evinced and the afternoon's sport proved highly successful. Leung Tit Sang, of Queen's College, easily won the Championship Shield with 4 firsts and one second. Queen's College also had no difficulty in winning the senior team race, while Ellis Kadoorie for the third year in succession carried off the junior team race. The first two boys in the high dive were very good indeed, and gave an exhibition from the top of the scaffolding after the event had been decided. At the conclusion Lady Stubbs distributed the awards and was presented with a bouquet.

Mr. G. L. McPherson thanked H.E. the Governor and Lady Stubbs for their interest in the younger generation, especially in regard to sport.

His Excellency, in reply, regretted that Lady Stubbs and he had not been able to come in time to see some of the events, but assured the Committee of their interest and thanked them for inviting Lady Stubbs to distribute the prizes.

The following were the results:—

Senior 40 Yards: 1, Leung Tit Sang; 2, Wong Boon Hin; 3, Chan Wan Tai. Time 31 1/5 secs.

Junior 50 Yards: 1, Yeung Ping Kwai; 2, Leung Shiu Man; 3, Lo Fung Cheong. Time 30 2/5 secs.

Senior 100 Yards (on back): 1, Chan Hui Mi; 2 Leung Tit Sang; 3, Li Chan Hung. Time 1 min. 30 3/5 secs.

Junior 50 Yards (breast stroke): 1, Tsek Wing Kwan; 2, Chan Kwong Shing; 3, Ho Pak Ping.

25 Yards (Small boys): 1, Chan Kwai Sang; 2, Ho Wing Tso; 3, Choy Hin Keun.

Senior 100 Yards (breast stroke): 1, Leung Tit Sang; 2, Wong Boon Hin; 3, Lo Lok King.

Junior 100 Yards: 1, Tsek Wing Kwan 2, Liu Tak Lam; 3, In Man Ki.

Senior 220 Yards: 1, Leung Tit Sang; 2, Chan Hui Mi; 3, Iu Tak Cheuk.

Junior 220 Yards: 1, Yeung Ping Kwai; 2, Yau Wing Kwai; 3, Leung Wing Tak.

Senior Plunge for Distance: 1, Hung Huai Chen; 2, Lo Lok Hing; 3, Chow Man Tsek.

50 Yards (Small Boys): 1, Tong Wing Kong; 2, Ho Wan Tso; 3, Chan Kwai Sang.

Senior Team Race: 1, Queen's College; 2, St. Paul's College. Time, 2min. 12secs.

Junior Team Race: 1, Ellis Kadoorie School.

Senior High Dive: 1, Tso Ping Fan.

Junior High Dive: 1, Lam Shiu Man; 2, Lo Fung Cheung; 3, Leung Wing.

Senior 400 Yards: 1, Leung Tit Sang; 2, Iu Tak Cheuk.

OLDEST GOLF CLUB.

HISTORIC TREASURES.

ORGANIZATION FOUNDED BY JAMES I.

The oldest golf club in the world, founded in 1608 by James I. of England and the Sixth of Scotland, still exists at Blackheath, the home of the Royal Blackheath Club. This club was established 127 years before the Edinburgh Burgess Golfing Society, and 146 years before even the Royal and Ancient Club was formed.

The course at Blackheath to-day is similar to what it was when James and his cronies went there for exercise. The course consists of seven holes which have to be played three times for a complete medal round. There are no awe-inspiring bunkers and the hazards consist of iron railings, lamp posts, nurse maids and children.

The clubhouse is a museum of historic treasures relating to the game. The walls are hung with paintings, and there is a set of clubs two hundred years old. In the collection is an iron club more than four feet long with a head as big as a two-handed battle axe. Ancient traditions are maintained at club dinners; members wear their red coats and there is betting on who will sneeze most when the old snuff box is passed about.—*Daily Express.*

JUMPING TORPEDO BOAT.

REMARKABLE SUBMARINE.

AMERICAN NAVY'S NOVEL TYPE.

The United States Navy Department, is preparing for trial a boom-climbing torpedo boat.

It is claimed that the boat is capable of leaping at full speed over masses of logs lashed together, closing minefields, and entering harbours without detection.

It was designed by Mr. W. B. Shearer, says a Central News New York message. Capable of a speed of 30 miles an hour on the surface, it moves at 20 miles when submerged for firing.

CHRISTMAS TOY SHIP.

LINER HERE FOR AUSTRALIA.

"KANOWNA'S" BIG CONSIGNMENT.

Tokyo, Sept. 16.—Laden with one of the biggest shipments of Japanese toys of various kinds ever taken in one ship, a cargo which will furnish Christmas gifts for Australian children, the "Kanowna" (which was recently in Hongkong) of the Eastern and Australian Steamship Company will sail from Kobe for Brisbane, Sydney and Melbourne this morning. Orders for toys for the coming season's festivals were placed with the Japanese makers by the Australian merchants some time ago and each outgoing liner from now on will carry some shipment of this kind. Despite many complaints heard regarding the scarcity of available freight this hardly was the case with the "Kanowna." She sails to-day with cargo shipped almost to her hatch covers.

This is the first trip out since the "Kanowna" was commissioned on the Australia-Japan service by the firm. She will be the biggest passenger liner running between the two countries. Together with the "St. Albans" and the "Eastern," two passenger liners slightly smaller in size, which have been on the line for some time, the "Kanowna" and the other two will maintain a regular monthly service between Australia and Japan.

Built by William Denny and Sons, Scotland, in 1903 for the Australian United Steam Navigation Company she has been of that firm's coasting service. She was sold to the present owner some time ago. During the war the "Kanowna" was employed as a hospital ship, running from June 1915 to November 1919 between Australia and England and also between African and Mediterranean ports.

IS LUXURIOUSLY FITTED.

She is fitted as luxuriously as any of the fine passenger liners that have dropped anchor in the port of Kobe. There is nothing left undone for the pleasant voyage of passengers in all climates. There are six decks in all and her promenade deck which is 180 feet long allows good facilities for dances and deck sports. She can carry 120 first class, 110 second class and 200 steerage passengers. Each first class cabin is fitted with two berths and each second class cabin with four berths and all the rooms are airy, well lighted and ventilated. The smoking and music rooms are located on the promenade deck, and the dining saloon, which is on the shelter deck, is beautifully painted in white trimmed, most tastefully with gold. Among other things that may be mentioned are the ship's Telefunken system of wireless installed with two and half kilowatt, its range being 2,000 miles, a steam laundry and a large refrigerator which enables the ship to keep an ample supply of fresh foodstuffs during an entire trip. There are four watertight compartment hatches, an aggregate freight capacity of 5,000 tons or 200,000 cubic feet. There are six derricks, each for five tons and eight cranes, each for three tons, all operated hydraulically. She is 7,000 tons gross, 11,500 tons displacement, 415 feet long, 52 feet wide, 31½ feet deep, and her speed is fourteen knots.

ITS CREW WAR VETERANS.

Every member of the ship's crew is a war veteran. Captain E. T. Pitcher, R.N.R., was in command of the "St. Albans" as a transport throughout the war. S. L. Diamond, chief officer, was on the "Indarra" in his same position. This ship had many narrow escapes during the war. On one occasion a torpedo was fired at the "Indarra," but missed her and struck instead the "Owrah," which sank. Both the lost ship and the "Indarra" were among the fastest in the Mediterranean convoy.

J. W. Bundred, second officer, has had a varied war experience. At the out-break of war he was with the Australian navy in the expedition to Rabaul. He was a navigating officer in monitor 32 for five years, shelling Gallipoli, Gaza and the Struma River front, finishing the war in the North Sea. L. S. Boggs, third officer, served throughout the entire war as an officer in the British navy in command of Q ships in the North Sea. W. V. Grimsditch was a distinguished officer in the British Flying Corps, and holds many decorations. W. McLachlan, cadet officer, who styles himself as "youngest volunteer" in Australia left with the Australian Imperial Forces in his fifteen year and was a member of its flying corps, winning three medals as souvenirs of the war. All the other officers and engineers without an exception have had war service either on sea or land. The other men are: W. J. Washbourne, wireless operator; C. F. Walder, chief engineer; A. Robertson, second engineer; W. Dick, third engineer; R. J. Smith, fourth engineer; A. J. Derrig, fifth engineer; J. Moriarty, sixth engineer; A. H. Milne, seventh engineer; J. McVitie, surgeon; P. Foggon, purser; J. A. O'Hagin, chief steward; W. H. Cato, second steward, and Mrs. E. Hood who is stewardess.

Four New Launches are under construction for the "WALLA WALLA" Fleet.

TEST FOR FITNESS.

NEW VIEWS ADVANCED.

FRESH LIGHT ON ACTION OF THE LUNGS.

Some quite new views regarding the method by which the blood obtains its oxygen from the lungs are set forth in a report by Drs. Briggs and Haldane to the Department of Scientific and Industrial Research.

These workers, in investigating apparatus for rescue work in mines, made the discovery that while air enriched with oxygen produces a marked benefit for untrained workers, practical miners seemed to derive little or no benefit from it. Further investigation revealed "the very striking fact . . . . . that when ordinary air is breathed, the expired air of miners or other men in equally good physical training contains, during exertion, a much higher percentage of CO_2 (carbonic acid gas) and lower percentage of oxygen than that of men who are not in good training. In other words, less air is breathed by men in good training for a given consumption of oxygen or amount of work."

How is this fact to be explained? The writers believe that not only does oxygen pass to the blood by simple diffusion through the walls of the air spaces in the lungs, but that the cells forming these walls have a power, hitherto unknown, of "actively" passing the oxygen on to the blood. Thus the trained man differs from the untrained man in the fact that the cells of the walls of his air spaces have learned to pass oxygen very quickly and in large amount when his blood is flowing rapidly during exertion. Consequently he is really independent of the amount of oxygen in the air—he can trust his lung cells to work harder and give him what he requires. The untrained man is not so fortunate. His lung cells are not trained, and when his blood begins to flow rapidly there is not time for enough air to diffuse through. But if the air is enriched by oxygen, and so the "oxygen tension" increased, he gets enough oxygen to meet needs. Thus the untrained man is more efficient as a worker when he breathes oxygen. The trained man is not more efficient.

This view has led to the further discovery of a test for physical fitness—whether a man is benefitted or not by oxygen during exertion. This was applied during the war, and offers a new basis of standardisation of functional efficiency—even if universal application cannot be claimed for it.

PACIFIC SHIPPING.

FREIGHT RATES.

A CONFERENCE NECESSARY.

Tokyo, Sept. 14.—With the increasing number of ships operating in the Pacific, competition in the absorption of cargo has grown keener, and the recent freight conferences in Kobe and Yokohama between American and Japanese shipping companies were intended to eliminate this competition by establishing a conventional scale of freight rates.

It is understood that the freight agreement will be put into effect after October. However, there can not be any appreciable improvement in the freight situation if the present falling off in the movements of cargo continues. It is said that a certain steamer could get only 90 tons of cargo in Japan for her trip to America.

Of the steamers operating in the Pacific, American ships show the greatest increase, especially tramp steamers.

According to the investigations of the Japan Shipowners' Union, three American regular liners, totalling 18,974 tons, and 28 irregular steamers, totalling 174,574 tons, were operating in the Pacific last June.

In the corresponding month of last year, America was only operating three regular steamers with 21,141 tons.

In contrast to the great increase in the American tonnage, Japanese ships operating in the Pacific show a considerable decrease in number, though their tonnage has increased.

Last June, 16 regular liners, totalling 140,949 tons, 12 irregular steamers with 120,670 tons were engaged in the Pacific, while in the corresponding month of last year 15 regular liners with 101,794 tons and 19 irregular steamers with 95,157 tons were in the trade.

There is little change in the British steamers. Last June, as in June, 1919 three British irregular steamers were operating in the Pacific, but this year's tonnage is 21,368 tons, as against 22,783 tons for last year.

In June this year one Norwegian steamer of 3,474 tons was engaged in the Pacific trade, but no vessel of Norwegian nationality was to be found on the Pacific run in June last year.—*Japan Advertiser.*

SOLDIER AS £20 NOTE.

CASHED AT THE TREASURY.

STORY OF PRESENCE OF MIND.

An Australian paper tells the following extraordinary story:—

"I am a £20 Commonwealth note, and I want you to cash me."

The official at the Commonwealth Treasury, who recently heard a returned soldier make this extraordinary application, thought that the man was suffering from shell shock or was a mental case out for the day. The young New South Wales warrior, who made the statement, smiled at his own temerity, and, for a moment or two, both were nonplussed at the apparent absurdity of the position.

"Yes," repeated the soldier, with a smile that was intended to light up the obscurity a bit. "I'm a £20 Commonwealth note, and I want you to cash me."

The official, still incredulous, but wondering, demanded the story, and the soldier related probably the most remarkable tale that had ever come to the knowledge of the Commonwealth Treasury, with all its record of romances and realities, of fraud and honesty. The soldier cut through history, and got down at once to essential facts.

WOUNDED AT FLEURBAIX.

"I was lying wounded on the battle field at Fleurbaix," he began, while the man behind the counter was still gaping, "and I saw the German Red Cross collecting parties picking up the wounded and coming my way. I remembered that I had a £20 Commonwealth note in my pocket, and I whipped it out, hastily committed the letters and number to memory, and chewed it up. I was taken prisoner for the duration of the war, and, as I have just returned to Australia, I want you to cash the £20 note I swallowed."

The story was told fluently and straightforwardly, and the official promised that he would report the circumstances for consideration. The Commonwealth Treasury has the finest sense of morality, and honours its notes, whether these be tattered or torn, or in charred pieces, so long as there is the slightest positive evidence of satisfactory identification.

Every note it issues carries an obligation to pay—it is the nation's I.O.U. And the Commonwealth's word is as good as its bond. So the Treasury said the particulars would be checked by careful investigation. It was found that, on August 4, 1914, a £20 Commonwealth note was issued bearing the precise figures which the soldier had given, and that it had not since been returned to circulation. It was the only note, in a formidable series of check slips, which had ever been ticked off as having come back to the bank authorities. The soldier's military record was examined and found to be in good order. As the story was assumed to be true on this astonishing circumstantial evidence, he received £20 in cash.

AMAZING FORETHOUGHT.

It was an amazing example of forethought—this soldier lying wounded on one of the most tragic battlefields on which the Australians fought, seeing the approach of the German Red Cross parties, having the ingenuity and courage in his pain to think about the £20 note, and writing the details of it on a tormented memory. It was worth more than 20 sovereigns.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

(Continued from Page 6.)

AMERICAN PORTS.

VANCOUVER.

Oct.	10.—W. L.	Maquan.
	14.—O. S. K.	Arizona Maru.
	15.—D. L.	Moville Dollar.
	15.—W. L.	Nile.
	19.—O. S. K.	Manila Maru.
	21.—C. P. O. S.	Empress of Russia.
	25.—D. L.	Harold Dollar.
	26.—C. P. O. S.	Montcalm.
	29.—A. L.	Eldridge.
Dec.	16.—C.P.O.S.	Empress of Russia.
	31.—C. P. O. S.	Montcalm.
Jan.	13.—C. P. O. S.	Empress of Asia.
	19.—C. P. O. S.	Empress of Japan
Feb.	10.—C P. O. S.	Empress of Russia

VICTORIA.

Sept.	30.—N. Y. K.	Katori Maru.
	31.—C.P.O.S.	Methven.
Oct.	10.—W. L.	Maquan.
	18.—O. S. K.	Arizona Maru.
	14.—N. Y. K.	Tajima Maru.
	15.—W. L.	Nile.
	19.—O. S. K.	Manila Maru.
	29.—A. L.	Eldridge.
Nov.	15.—N. Y. K.	Toyama Maru.
Dec.	14.—N. Y. K.	Fushimi Maru.

SEATTLE.

Sept.	30.—N. Y. K	Katori Maru.
Oct.	5.—B. F.	Tyndareus.
	10.—W. L.	Maquan.
	12.—O. S. K.	Arizona Maru.
	14.—N. Y. K.	Tajima Maru.
	15.—W. L.	Nile.
	19.—O. S. K.	Manila Maru.
	20.—B. F.	Teucer.
	22.—A. L.	Eldridge.
	25.—B. F.	Ixion.
Nov.	16—B. F.	Toyama Maru.
	18.—N. Y. K.	Talthybius.
Dec.	3.—B F.	Tyndareus.
	24.—B. F.	Teucer.
Jan.	19.—B. F.	Fushimi Maru.
Dec.	14.—N. Y. K.	Ixion.
Feb.	8.—B. F.	

TACOMA.

Oct.	10.—W. L.	Maquan.
	12.—O S. K.	Arizona Maru.
	15.—W. L.	Nile.
	18.—O. S. K.	Manila Maru.
	29.—A. L.	Eldridge.

SAN FRANCISCO.

Sept.	21.—T. K. K.	Korea Maru.
	30.—S. D.	West Himrod.
Oct.	6.—D. L.	West Hepburn.
	6.—P. M. S.	Colombia.
	12.—T. K. K.	Siberia Maru.
	14.—S. & D.	Western Trader.
	15.—D. L.	West Ira.
	28.—T. K. K.	Tenyo Maru.
	31.—C. M. S.	Nanking.
Nov.	6.—C. M. S.	Nile.
	22.—N. Y. K.	Shinyo Maru.
Dec.	2.—T. K. K.	Persia Maru.
	4.—C. M. S.	China.

LOS ANGELES.

Oct.	13.—L.A.P.N.	Vinita.
Nov.	4.—L.A.P.N.	West Hixton.
Dec.	1.—L.A.P.N.	West Montop.

VALPRAISO.

VIA JAVA, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBAO, CALLAO, ARICA & IQUIQUE).

Nov.	2.—T. K. K.	Seiyo Maru.
Jan.	10.—T. K. K.	Siyo Maru.

CUBA.

Sept.	30.—S. & D.	Chipchung.

NEW YORK.

(VIA PANAMA.)

Oct.	10.—S. T.	Celtic Prince.
	15.—A. L.	Eldena.
	18.—D. L.	Melville Dollar.
	18.—S. T.	Celtic Prince.
	23.—D. L.	Harold Dollar.
	30.—O. S. K.	Honolulu Maru.
Nov.	8.—O. S. K.	Sumatra Maru.
	15.—A L.	City of Joliet.
	24.—B. F.	Tydeus.

(VIA SUEZ.)

Oct.	5.—B. F.	City of Dunkirk.
	19.—N. Y. K.	Mexico Maru.
Nov.	10.—A. & O.	General Church.
Dec.	3.—B. F.	City of Agra.
	30.—B. F.	Romeo.

BOSTON.

Oct.	5.—B. L.	City of Dunkirk.
	18.—S. T.	Celtic Prince.
Dec.	3.—B. F.	City of Agra.
	30.—B. F.	Romeo.

DURBAN AND CAPETOWN.

(VIA BUENOS AYRES, RIO DE JANEIRO, SANTOS AND MAURITIUS.

Nov.	2.—O. S. K.	Canada Maru.

EUROPEAN PORTS.

BRINDISI, VENICE, & TRIESTE.

Oct.	2.—L. T.	(D. & Co.) Hungaria.
Nov.	7.—L. T.	(D. & Co.) Africa.

GENOA.

Oct.	5.—B. F.	Titan.
Nov.	2.—B. F.	Pelens.
Dec.	30.—B. F.	Demodocus.

MARSEILLES.

Oct.	2.—N. Y. K.	Tottori Maru.
	5.—B. F.	Titan.
	9.—P. & O.	Sankin.
	10.—M. M.	Armand Behic.
	12.—B. F.	Eurypylus.
	22.—P. & O.	Kashgar.
	26.—B. F.	Telamon.
Nov.	2.—B. F.	Idomeneus.

LONDON.

Sept.	30.—O. S. K.	Atlas Maru.
Oct.	5.—N. Y. K.	Tamba Maru.
	4.—P. L.	Carnarvonshire.
	8.—B. F.	Stentor.
	9.—P. & O.	Nankin.
	12.—B. F.	Helenus.
	13.—E. L.	Matoppo.
	16.—O. S. K.	Argun Maru.
	17.—B. F.	Keemun.
	18.—N. Y. K.	Mishima Maru.
	18.—B. F.	Teiresias.
	22.—P. & O.	Kashgar.
	23.—S. L.	Pembrokeshire.
	23.—N. Y. K.	Dakar Maru.
	29.—N. Y. K.	Sado Maru.
	31.—B. F.	Jason.
Nov.	3.—G. L.	Glenriffer.
	4.—A. L.	West Hargcavn.
	12.—P. & O.	Novara.
	15.—E. L.	City of Naples.
	16.—B. F.	Elpenor.
	23.—B. F.	Atreus.
	26.—P. & O.	Nellore.
Dec.	7.—B. F.	Agapenor.
	10.—P. & O.	Somali.
	17.—P. & O.	Devanha.
	31.—P. & O.	Sicilia.
Jan.	21.—P. & O.	Plassy.

HAVRE.

Oct.	12.—B. F.	Eurypylus.
Nov.	2.—B. F.	Peleus.
	9.—B. F.	Idomeneus.

LIVERPOOL.

Oct.	13.—N. Y. K.	Tottori Maru.
	6.—B. F.	Eurypylus.
	10.—B. F.	Titan.
	19.—B. F.	Peleus.
Nov.	2.—B. F.	Telamon.
	3.—B. F.	Idomeneus.
	9.—B. F.	Antilochus.
	30.—B. F.	Telemachus.
Dec.	7.—B. F.	Orestes.
	14.—B. F.	Memnon.
	20.—B. F.	Demodocus.

ANTWERP.

Sept.	30.—O. S. K.	Atlas Maru.
Oct.	16.—O. S. K.	Argun Maru.
	18.—N. Y. K.	Mishima Maru.
	19.—B. F.	Teiresias.
	29.—N. Y. K.	Sado Maru.
Nov.	23.—B. F.	Elpenor.
Dec.	7.—B. F.	Agapenor.

ROTTERDAM.

Oct.	19.—B. F.	Teiresias.
	21.—J. C. J. L.	Tjimanook.
	26.—G. & S.	Glenariffa.
	29.—N. Y. K.	Dakar Maru.
Nov.	16.—B. F.	Elpenor.
Dec.	21.—J. C. J. L.	Alchiba.

AMSTERDAM.

Oct.	8.—J. C. J. L.	Baarn.
	12.—B. F.	Idomeneus.
	12.—B. F.	Helenus.
	21.—B. F.	Keemun.
	31.—B. F.	Jason.
Nov.	23.—J. C. J. L.	Kangean.
	23.—B. F.	Atreus.
Jan.	21.—J. C. J. L.	Borneo.
Dec.	7.—B. F.	Agapenor.

HAMBURG.

Sept.	30.—O. S. K.	Atlas Maru.
Oct.	8.—J. C. J. L.	Baarn.
	12.—B. F.	Idomeneus.
	12.—B. F.	Helenus.
	16.—O. S. K.	Argun Maru.
	21.—B. F.	Keemun.
	21.—J. C. J. L.	Tjimanook.
	29.—N. Y. K.	Dakar Maru.
	31.—B. F.	Jason.
Nov.	23.—J. C. J. L.	Kangean.
	23.—B. F.	Atreus.
Dec.	30.—J. C. J. L.	Alchiba.
Jan.	21.—J. C. J. L.	Borneo.

WOMEN SUICIDES.

INCREASE IN AMERICA.

STRAIN OF MARRIAGE TIE.

Vital statistics show that in the last year more American women have committed suicide than ever before. Medical and scientific minds are exercised as to the reason why, while in the year before one woman took her own life compared with three men, the last year's ratio was one to two.

Certain medical experts point out that marriage is one of the leading causes, saying that a few generations ago marriage was a calm and placid entry into dignified retirement; at the present day a woman must hold her husband by something more advanced than the love, cherish, and obey idea. Marriage is getting to a business and under its strain more modern women become unbalanced.

Dr. H. M. Warren, president of the Save a Life League, says endless generation have brought protection to women till it has become an instinct with them to receive protection and they turn to it now that they are being thrown upon their own resources in a world hidden to a great extent from them for ages. In order to be modern in a modern world marital ties are often strained. Women are called on to solve many up-to-date problems while keeping the love of husband who is engaged in a busy world. If added to this a woman goes in for a business career it only means a further drain on her resources and she breaks down.

Women are taking up the cudgels in defence of their sex. They seek to confound the experts by pointing o t a thousand instances where modern American women both at home and in business are carrying out in perfect health duties unthought of by their mothers and grandmothers.

BANKS.

NOTICE.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	every	15 minutes
8.00 a.m. to 9.30 a.m.	"	10 "
9.30 a.m. to 11.30 a.m.	"	15 "
11.30 a.m. to 12.30 p.m.	"	15 "
12.30 p.m. to 2.30 p.m.	"	10 "
2.30 p.m. to 5.00 p.m.	"	15 "
5.00 p.m. to 8.10 p.m.	"	10 "

NIGHT CARS

8.50 p.m., 9 p.m., 9.30 p.m., 9.59 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAYS.

EXTRA CAR—12.00 midnight.

SUNDAYS

7.30 a.m.		
8.00 a.m. to 10.30 a.m.	every	15 minutes
10.30 a.m. to 11.00 a.m.	"	10 "
11.30 a.m. to 12.00 noon	"	15 "
12.00 noon to 1.00 p.m.	"	10 "
1.00 p.m. to 3.30 p.m.	"	15 "
3.30 p.m. to 5.00 p.m.	"	10 "
5.00 p.m. to 6.30 p.m.	"	15 "
6.30 p.m. to 8.10 p.m.	"	10 "

NIGHT CARS as on Week Days

SPECIAL CARS by arrangement at the Company's Office, Alexandra Building, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes.

JOHN D. HUMPHREYS & SON, General Managers.

EXCHANGE.

Hongkong, September 29, 1920.

On London—	
Bank, Wire	4/-
On demand	4/-
30 days' sight	4/-
4 months' sight	4/-
Credits, 4 months' sight	4/-
Documentary 4 months' sight	4/-
On Paris—	
On demand	—
Credits, 4 months' sight	1.70
On New York—	
On demand	—
Credits, 60 days' sight	72
On Bombay—	
Wire	nom.
On demand	—
On Calcutta—	
Wire	nom.
On demand	—
On Singapore—	
On demand	184
On Manila—	
On demand	162 n.
On Shanghai—	
On demand	—
30 days' sight (private paper)	
On Yokohama—	
On demand	145
Gold bar, .999 fine (per tael)	$[illegible]
Sovereigns (Bank's selling rate)	$4.8[illegible] b.
Silver (per oz)	[illegible]

SUBSIDIARY COINS.

Hongkong 50 cents sell	[illegible] % dis.
" 50 buy	[illegible] % dis.
" 20 "	[illegible] % dis.
China 20 cents	[illegible] % dis.
Bar Silver in Hongkong	12 [illegible] % pm.
Japan Gold Yen	[illegible] % pm.
China Silver Dollars	[illegible] % pm.
Japan Silver Yen	[illegible] % pm.
Chinese Silver Coin	12 [illegible] % pm.
Hongkong Sub Coin	[illegible] pm.

WEATHER REPORT.

Sept. 29d. 11h. 40m.—Warning to Hongkong, Phulien, Manila and Coast Ports:—A typhoon within 60 miles of Lat. 17o N. Long. 113o E., stationary or very slow.

Sept. 29d. 12h. 10m.—No returns from Japan.

Pressure has increased slightly over the Philippines, and decreased slightly to moderately elsewhere, a weak anticyclone covers North China. The depression of the China Sea is situated between the Paracels and the Macclesfield Bank nearly stationary or recurving to the N.E. The typhoon of the Pacific is probably approaching South Japan on a N.N.E. track.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0·00 inch. Total since January 1st 93·83 inches, against an average of 78·37 inches.

Forecast for the 24 hours ending at noon on September 30th.

1.—Hongkong to Gap Rock, N.E. winds, fresh to strong; fine at first, cloudy and rainy later.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lamocks. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY, HONGKONG, DAILY WEATHER REPORT.

SEPTEMBER 29, 1920—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
Vladivostock	6 a.	29.96	59	—	SE	3	o
Namuro	5 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishi'jima	"	—	—	—	—	—	—
Somin Island	"	—	—	—	—	—	—
Wethaiwei	6 a.	29.90	66	89	NW	1	b
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Siukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.89	68	76	N	1	o
Gutzlaff	"	29.82	70	66	NE	2	o
Sharp Pk.	7 a.	29.79	73	86	W	1	b
Amoy	6 a.	29.77	76	77	NE	2	o
Swatow	"	—	—	—	—	—	—
Taihoku	"	29.78	70	98	—	0	b
Taichu	"	29.73	72	—	—	0	o
Tainan	"	29.72	75	—	—	0	o
Toshien	"	29.72	75	—	E	2	r
Pescadores	"	29.73	79	—	NNE	6	o
Saigon	"	29.73	73	95	N	1	b
Hongkong	"	29.70	77	77	NE	1	b
Gap Rock	"	—	—	—	—	—	—
Macao	"	29.68	75	82	NNW	2	of
Wuchow	9 a.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Phulien	7 a.	29.73	75	89	NW	4	b
Tourane	"	29.71	75	—	WNW	2	o
C. St. James	"	29.74	75	—	W	2	o
Aparri	6 a.	—	—	—	—	—	—
Dagupan	"	29.71	77	94	SSE	1	o
Manila	"	29.75	78	94	E	1	o
Legaspi	"	29.80	77	94	WSW	1	o
Tacloban	"	—	—	—	—	—	—
Iloilo	"	29.76	79	92	—	0	o
Surigao	"	—	—	—	—	—	—
Davao	5 a.	29.75	—	—	ENE	2	r
Zamboanga	6 a.	29.78	78	95	SW	4	o

T. F. CLAXTON, *Director.*

Hongkong Observatory, Sept. 29, 1920.

1. BAROMETER, reduced to 32 degree Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast p passing showers, q squall, r rain, s snow t thunder v visibility w dew, wet.
7. RAIN in inches tenths and hundredths.

HONGKONG TIDES.

September 29 to October 6, 1920.

1920	Day of Month	Hongkong Mean Time	Height	Hongkong Mean Time	Hours
		HIGH WATER		LOW WATER	
		h m	feet	h m	feet
Wed.	29	m 9 58	6.5	m 3 42	2.1
		9 57 a	7.1	4 5 a	2.0
Thur.	30	m 10 48	6.5	m 4 23	1.8
		10 19 a	7.4	4 53 a	2.0
Fri.	1	m 11 32	6.0	m 5 11	1.7
		11 5 a	7.5	5 1 a	2.3
Sat.	2	0 36 a	5.5	m 5 5	1.8
		11 47 a	7.5	5 53 a	2.6
Sun	3	3 0 a	5.1	m 7 12	2.0
				6 7 a	4.1
Mon.	4	m 0 44	7.4	m 3 21	2.1
		1 48 a	4.8	6 48 a	4.4
Tues.	5	m 1 57	7.1	m 9 55	2.2
		5 13 a	4.9	7 51 a	4.7

HONGKONG REGISTER.

	Previous day at 2 p.m.	On date at 6 a.m.	On date at 2 p.m.
Barometer	29.74	29.70	29.67
Temperature	84	77	86
Humidity	65	77	59
Direction of Wind	E	NE	E
Force	3	1	2
Weather	b	c	c
Rain	0.00	0.00	0.00

Highest open air Temperature on the 28th—94
Lowest open air Temperature on the 29th—77.

T. F. CLAXTON, *Director.*

Hongkong Observatory Sept. 29, 1920.

THRILLING NARRATIVE.

CATHOLIC PRIEST'S PERILOUS ADVENTURE.

NARROW ESCAPE FROM DEATH.

With the return of the Rev. Fr. Pilenga, of the Catholic Mission at Waichow, to the Colony late last evening, further particulars have been gathered of the occurrence at the village of It Tiao-lung, some distance from Waichow, which had been reported by letter from Fr. Pilenga to Bishop Pozzoni.

The narrative, as obtained from Fr. Pilenga himself, records the fact that on the 22nd inst., General Ma Chi's Kwangsi soldiers, disregarding Ma Chi's proclamation to respect Christain churches and property, issued after the Niam-ao affair, fired on the village of It Tiao-lung, killing amongst the Christians two children in It Tiao-lung and six women in a nearby village, besides a large number of other people. Pursuing the policy of excesses for which the Kwangsi soldiers are now notorious in these regions, the soldiers proceeded to pillage the village of It Tiao-lung and ransacked the Catholic Church there. They did not stop at the work of desecration of the sacred edifice, but went so far as to arrest Fr. Pilenga, the priest in charge, whom they held for ransom of $3,000.

In order to intimidate the priest, the soldiers held as hostages 18 young male members (all Chinese Christian converts) of his flock, telling these young men that they, too, would be killed if the money for Fr. Pilenga's ransom was not forthcoming.

Among the entire Chinese Christian population of some 400 persons they managed to raise a sum of $100. The soldiers' greed, however, was not to be appeased by this amount. They retired to the hills a little distance from the village and warned Fr. Pilenga not to leave the place under penalty of death until the ransom was forthcoming.

During the same night a violent rain-storm raged. Under cover of the darkness, Fr. Pilenga availed himself of the opportunity to escape from It Tiao-lung, and with him there followed two Chinese Sisters and 30 Christians. In the course of their flight they had to wade through an overflowing rivulet chest-deep in water, but at last they succeeded in passing through the soldiers' lines unobserved. They eventually came to the village of Ha Leong, where they passed the night. On the morning of the following day (23rd inst.) the refugees commenced their journey to Hongkong, which, however, was destined to be accomplished only after another unpleasant experience.

On Fr. Pilenga asking them why they indulged in indiscriminate shooting, the soldiers answered that they had permission to shoot at discretion any person between the ages of 12 and 60.

The priest replied that the soldiers had better kill him first. Subsequently, they carried away a number of women and girls from the different villages. While under arrest Fr. Pilenga overheard the discussion between his captors as to whether or not they should kill him. Counsels were divided. They could not arrive at a decision, and so Fr. Pilenga's life was spared, after taking everything away from him, including his watch.

The Rev. Father's pony was led away. In the Church itself, in the presence of Fr. Pilenga, the soldiers broke everything and threw his personal belongings out of the window. Even the priest's vestments were stolen.

Before the Kwangsi soldiers withdrew, from the village they carried away with them all the cattle, pigs and poultry, slaughtered many more than they actually required. Altogether the forces numbered some 4,000 soldiers. Some of their loot was left on the hills around the village.

Father Pilenga decided to lodge a formal complaint at Waichow against the soldiers' behaviour. Lau Takhing, the principal official of Waichow prefecture, General Ma Chi and General Sum received the formal representations, but Lau attributed the excesses to bandits. This is only an excuse for the soldiers. General Mok refused to receive the priest's formal communication.

On his way to Hongkong with the other refugees, midway between Tamsui and Mirs Bay, Fr. Pilenga and the others were captured by a gang of 30 bandits and conveyed to a pagoda in which about 300 Chinese were also detained. The bandits treated their victims with every consideration, the priest in particular. Three hours after, for some reason or another, the bandits hastily withdrew with their booty from the pagoda, and thus afforded an opportunity for all the imprisoned men and women to escape.

The Sisters were robbed of their personal belongings and roughly handled. Among the bandits one spoke English, and it was this man who treated the priest even with kindness.

But for the inconvenience suffered by their detention the bandits did not seriously molest their victims.

Fr. Pilenga, as stated, arrived at Hongkong without further molestation last night.

NOTICES.

"THE LOST LEGION."

MYSTERIOUS DISAPPEARANCE.

KING'S MEMORIAL AT GALLIPOLI.

London, August 14.—The King contemplates the erection of a memorial in Gallipoli to the "Lost Legion" of the Fifth Norfolk Territorials, which mysteriously disappeared. The majority of the men worked on the royal estates at Sandringham.

[A London cable message of July 22, stated:—"General Sir Ian Hamilton's despatch of August 12, 1915, alluded to the fate of the Fifth Norfolk Territorials, including the Sandringham company, as a very mysterious affair. The graves registration officers at Gallipoli have now proved that Colonel Sir H. Beauchamp, 15 officers, and 250 men pushed on steadily at Suvla Bay, and all were found unburied facing the Turkish position where they fell one mile beyond what became the front line. Fifty were found alongside a party of Turks, and evidently died in a hand-to-hand conflict. Not a man was captured, wounded or unwounded."]

ENTERTAINMENT.

POST OFFICE.

Telegraphic Communication with Gap Rock is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

WEDNESDAY, September 29.
Calcutta—Per KIRIN MARU.
Europe (via Negapatam)—Per HONGWAN I.

THURSDAY, September 30.
Shanghai—Per SOIYANG.
Shanghai—Per CHENAN.
Japan and Shanghai—Per TAJIMA MARU.

SATURDAY, October 2.
Straits—Per DUNERA.

SUNDAY, October 3.
U.S.A. and Shanghai—Per SIBERIA MARU.

OUTWARD MAILS.

WEDNESDAY, September 29.
Swatow, *Shanghai and *North China—Per TUNGSHING, 5 p.m.
Fort Bayard, Hoihow and Haiphong—Per HANOI, 5 p.m.
*Hoihow and Pakhoi—Per KAMYINGFAT, 5 p.m.

THURSDAY, September 30.
Philippine Islands, *Shanghai, *North China *Japan via Nagasaki, *Canada, *United States, *Central and South America, and *EUROPE via VICTORIA, B.C.—Per KATORI MARU, 10 a.m.
*Shanghai and *North China—Per SINKIANG, 10 a.m.
Shanghai, North China, and Japan via Nagasaki, Honolulu, Canada, United States, Central and South America, and *EUROPE via SAN FRANCISCO—Per KOREA MARU. Registration 9.45 a.m. Letters 10.30 a.m.
*Japan via Moji—Per TAGA MARU, 1 p.m.
Japan via Kobe—Per YATSHING, 2 p.m.
Shanghai and North China—Per KEEMUN, 3 p.m.
Weihaiwei, Chefoo and Tientsin—Per KUEIPOW, 3 p.m.
Swatow—Per HYDRANGEA, 4 p.m.
Foochow, Ningpo, *Shanghai and *North China—Per CHOYSANG, 4 p.m.

FRIDAY, October 1.
Swatow, Amoy and Foochow—Per HAICHING, 1 p.m.
Philippine Islands, Sandakan, Australia, and New Zealand via THURSDAY ISLAND—Per CHANGSHA. Registration 1.45 p.m. Letters 2.30 p.m.

SATURDAY, October 2.
Saigon, *Straits and *Bangkok—Per UNNAN MARU, 9 a.m.
*Java via Samarang—Per HAIYANG, 10 a.m.
Shanghai and North China—Per CHENAN, 5 p.m.

SUNDAY, October 3.
Swatow, Amoy and Formosa via Keelung—Per AMAKUSA MARU, 9 a.m.
Shanghai and North China—Per DUNERA, 9 a.m.

MONDAY, October 4.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES—Per TAMBA MARU. Registration 9.45 a.m. Letters 10.30 a.m.

TUESDAY, October 5.
*Swatow and *Bangkok—Per CHUSAN, 9 a.m.
Swatow, Amoy and Foochow—Per HAITUNG, 1 p.m.
Amoy, *Shanghai and North China—SOIYANG, 3 p.m.

WEDNESDAY, October 6.
Weihaiwei, Chefoo and Tientsin—Per HUICHOW, 3 p.m.

THURSDAY, October 7.
Shanghai and North China—Per SUNNING, 11 a.m.

FRIDAY, October 8.
Swatow, Amoy and Foochow—Per HAILOONG, 1 p.m.

TUESDAY, October 12.
Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central & South America & *EUROPE via SAN FRANCISCO—Per SIBERIA MARU. Registration 9.45 a.m. Letters 10.30 a.m.

*Correspondence bearing vessel's name only.

TUNG WAH HOSPITAL.

NEW WING.

GOVERNOR TO LAY FOUNDATION STONE.

This year the Tung Wah Hospital, which was founded in 1870, celebrates its jubilee. It is marking the occasion by the building of a new wing of which H.E. The Governor has consented to lay the Foundation Stone on Monday, October 4, at 11 a.m.

ENTERTAINMENTS.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

Oct.	4.—B. F.	City of Dunkirk.
	7.—B. F.	Stentor.
	14.—P. & O.	Dunera.
	16.—B. F.	Keemun.
	17.—B. F.	Teiresias.
Nov.	1.—B. F.	Telamon.
	8.—B. F.	Antilochus.
	12.—P. & O.	Dilwara.
	15.—B. F.	Elpenor.
	22.—B. F.	Atreus.
Dec.	6.—B. F.	Orestes.
	13.—B. F.	Memnon.
	19.—B. F.	Demodocus.
	19.—B. F.	Romeo.

FROM JAPAN.

Sept.	30.—N.Y.K.	Tajima Maru.
Oct.	3.—E. & A.	St. Albans.
	3.—N. Y. K.	Tamba Maru.
	3.—N. Y. K.	Tottori Maru.
	5.—B. F.	Eurypylus.
	7.—B. I. A.	Gregory Apcar.
	8.—P. & O.	Nankin.
	9.—B. F.	Titan.
	18.—B. F.	Peleus.
	21.—P. & O.	Kashgar.
	29.—B. I. A.	Torilla.
	29.—P. & O.	Alipore.
	29.—E. & A.	Eastern.
	30.—B. F.	Jason.
	31.—B. F.	Agapenor.
Nov.	2.—B. F.	Idomeneus
	4.—B. I. A.	Takada.
	11.—P. & O.	Novara.
	25.—P. & O.	Nellore.
	29.—B. F.	Telemachus.
Dec.	6.—B. F.	Agapenor.
	9.—P. & O.	Somali.
	16.—P. & O.	Devanha.
	30.—P. & O.	Sicilia.
Jan.	20.—P. & O.	Plassy.

FROM MANILA.

Oct	16.—B. F.	Teucer.

FROM JAVA.

Oct.	9.—J.C.J.L.	Tjilatjap.

FROM BOMBAY.

Oct.	2.—P. & O.	Dunara.
	31.—P. & O.	Dilwara.

FROM CALCUTTA.

Oct.	9.—B. I. A.	Torilla.
	15.—B. I. A.	Takada.

FROM MELBOURNE AND SYDNEY.

Oct.	12.—E. & A.	Eastern.
	15.—N. Y. K.	Aki Maru.
	16.—A. O.	Taiyuan.

FROM VANCOUVER.

Oct.	15.—C. P. O. S.	Monteagle.

FROM SAN FRANCISCO.

Oct.	3.—T. K. K.	Siberia Maru.

FROM SEATTLE.

Nov.	8.—B. F.	Ixion.
	23.—B. F.	Talthybius.
Dec.	13.—B. F.	Tyndareus.
Jan.	13.—B. F.	Teucer.
Feb.	1.—B. F.	Ixion.
	21.—B. F.	Talthybius.
Mar.	14.—B. F.	Tyndareus.

FROM LOS ANGELES.

Oct.	10.—L.A.P.N.	Vinita.
Nov.	1.—L.A.P.N.	West Hixon.
Dec.	1.—L.A.P.N.	West Montop.

FROM LONDON.

Oct.	2.—G. L.	Glenliffer.
	11.—P. & O.	Novara.
	21.—P. & O.	Nellore.
	28.—N. Y. K.	Kamo Maru.
Nov.	3.—P. & O.	Somali.
	16.—P. & O.	Devanha.
Dec.	4.—P. & O.	Sicilia.
	22.—P. & O.	Plassy.

FROM LIVERPOOL.

Oct.	5.—B. F.	Keemun.
	10.—N.Y.K.	Kamakura Maru.
	19.—B. F.	Peleus.
	20.—B. F.	Teucer.
	21.—B. F.	Laertes.
	22.—B. F.	Elpenor.
	29.—B. F.	Atreus.
Nov.	18.—B. F.	Pyrrhus.
	22.—B. F.	Demodocus.
Dec.	3.—B. F.	Knight Templar.

HONGKONG'S HEALTH.

NOTIFIABLE DISEASE.

ONLY TWO CASES LAST WEEK.

One case of paratyphoid fever, British, (imported), and one fatal case of cerebro-spinal fever, Chinese, were reported yesterday.

Last week two Chinese died from enteric fever, and seven from influenza (not notifiable).

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate-General from the Manila Observatory at 9.05 a.m. to-day.

Typhoon in about 132 deg. Long. E. and 27 deg. Lat. N. moving N.

Typhoon in about 113 deg. Long. E. and 16 deg. Lat. N. moving West.

1 p.m. to-day:—

Typhoon in about 114 deg. Long. E. 18 deg. Lat. N. moving N.

Cyclone or typhoon N.E. of Naha moving N.N.W.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Keemun," Captain Read, 5,853 tons, arrived this morning at 7.45 a.m. from Singapore with 1,250 tons of general cargo.

The s.s. "Hartlepool," Capt. J. H. Layton, 2,729 tons arrived this at 7 a.m. from Tarakan with 6,080 tons of oil fuel.

The s.s. "Wugo Maru," Capt. H. Ishida, 2,222.79 tons, arrived this morning at 7.30 a.m. from Chinwantao with 4,810 tons of coal.

The s.s. "Hydrangea," Captain Drummond, 560.88 tons, arrived this morning at 9 a.m. from Swatow with 340 tons of general cargo.

DEPARTURES.

The s.s. "Hunan," Capt. Byers, sailed for Newchwang at daylight to-day with 700 tons of general cargo.

The s.s. "Kitano Maru," Capt. Cope, sailed for Yokohama via Shanghai at noon to-day with 800 tons of general cargo.

The s.s. "Jade," Capt. Cornelinsen, sailed for Haiphong via Hoihow at 10 a.m. to-day with 200 tons of general cargo.

CLEARANCES.

The s.s. "Korea Maru," Japanese, cleared to-day and will sail for San Francisco via Shanghai at noon to-morrow.

The s.s. "Tungshing," British, cleared to-day and will sail for Shanghai via Swatow at daylight to-morrow.

The s.s. "Kamying-fat," Chinese, cleared to-day and will sail for Hoihow and Pakhoi at daylight to-morrow.

A gang of bandits, more than seven hundred in number, attacked Tuk Shu Kong village, Samshui, on the night of September 25. Heavy losses have been reported.

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